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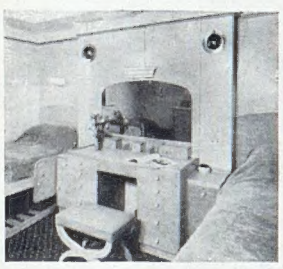

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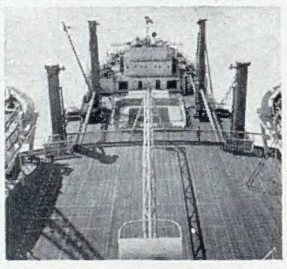

The Sports deck on the "City of Port Elizabeth": all "City" class passenger ships on the South Africa run have a swimming-pool, drawing-room and library.

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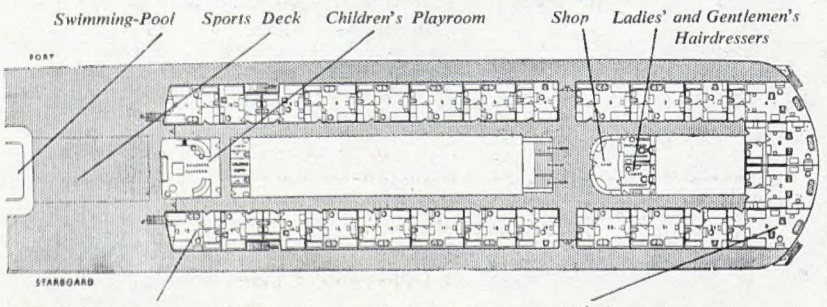

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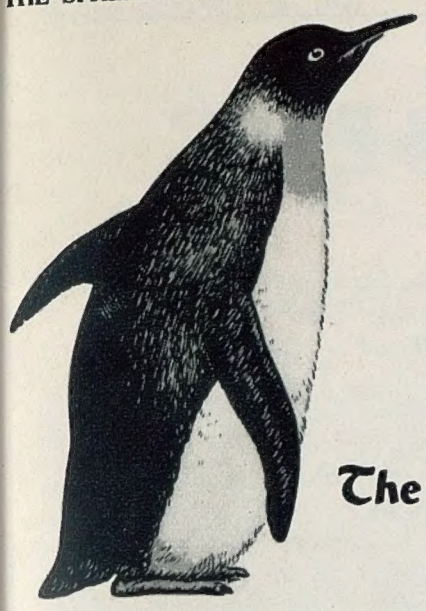

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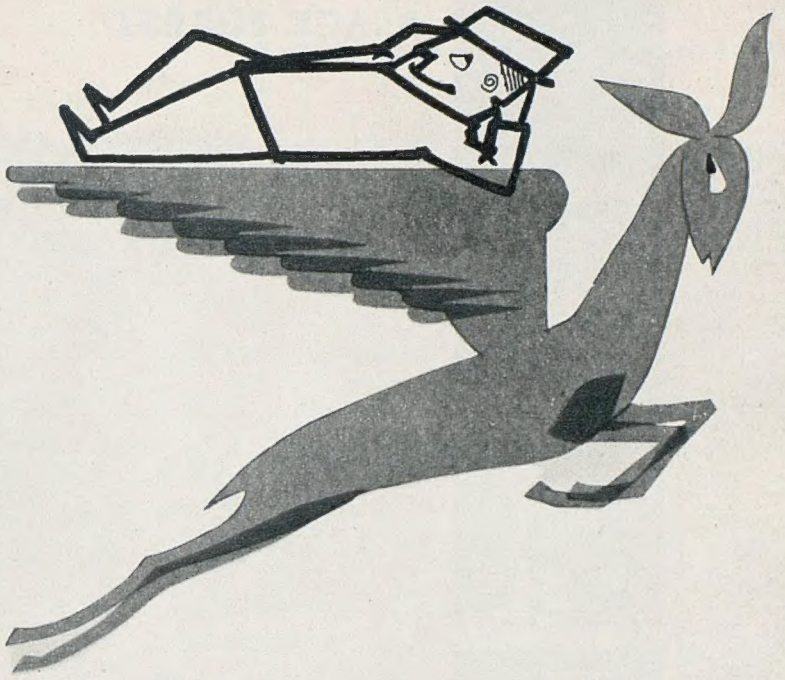

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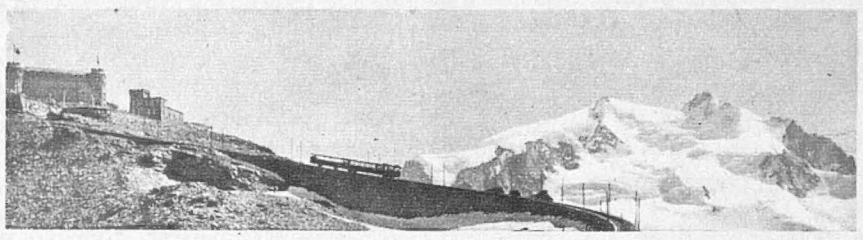

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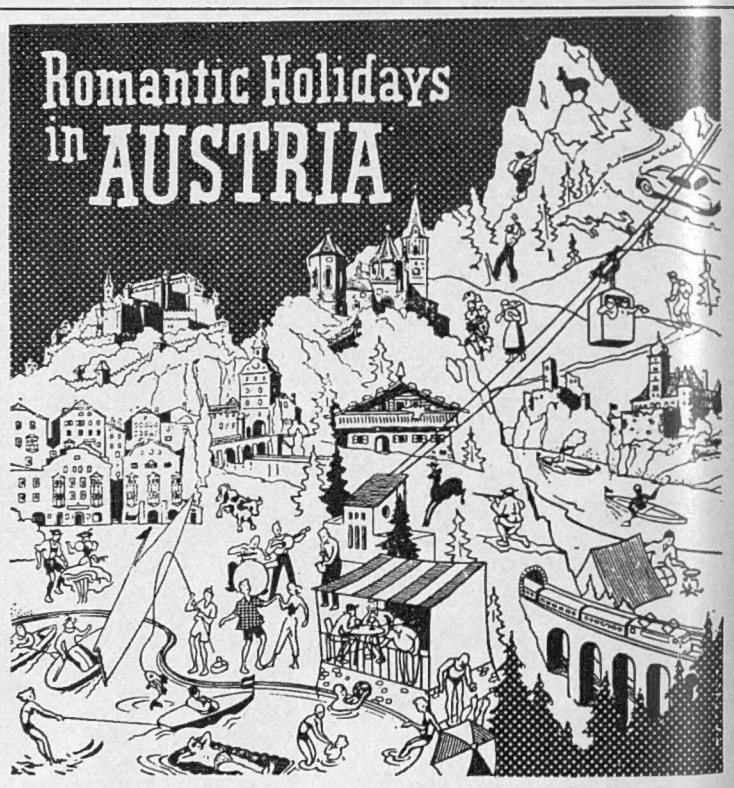

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Volume CCXLVIII No. 3216

THE SPHERE

LONDON, January 20, 1962

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"LENIN" IN THE ICE

The nuclear-powered Russian ice-breaker *Lenin* cuts through heavy Arctic ice on the way to set up the North Pole 10 scientific floating station. *Lenin* recently completed a trip through the high latitudes, covering a total distance of 8,000 miles. During this journey fifteen automatic radio-meteorological stations were set up, as well as the North Pole 10 station. The ice-breaker entered areas of the Arctic where no ship had previously been, passing through heavy perennial ice whose thickness reached 15 to 20 ft., on a voyage dedicated to the Twenty-second Congress of the Communist Party held in Moscow last October. The 16,000-ton ice-breaker was the world's first nuclear-powered surface ship to put to sea. She was launched in December 1957 and was completed and commissioned in September 1959 when she sailed on her maiden voyage in the Baltic

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NEWS SUMMARY

The Six agree on agriculture and President Kennedy's plans for Western economic alliance; difficulties for the U.N.; smallpox in Britain; bloodshed in Algeria; and new moves in Congo

INTERNATIONAL

Trade in the Western world became by the beginning of this week the biggest and most cheering single issue. After meeting in all-night session in **Brussels,** the Council of Ministers of the European Economic Community agreed on their common agricultural policy and thus inaugurated the second stage of integration of the Common Market. Agreement came after weeks of talks. Observers throughout the Western world saw the decision as having profound importance. Basically, the decision of the Six comprises an agricultural policy based on import levies, whereby consumers in the importing country concerned make up the difference between lower world prices and those of their home market. The chief commodity concerned is cereals. In association with the import levies are a series of safeguards and escape clauses.

It was expected that the policy decision would assist in expediting the discussions on Britain's joining the Common Market. Mr. Heath, the Lord Privy Seal, has said he will accept a common agricultural policy.

A few days before the Six's decision, President Kennedy of the U.S., in his second State of the Union message, outlined tariff reforms in face of the Common Market challenge so as to forge "across the Atlantic a trading partnership with vast resources for freedom." The measure, named the "Trade Expansion Act," is designed to permit the gradual elimination of tariffs in the U.S. and the Common Market upon a large range of products. (See also page 99.)

But it was feared there might be difficulties ahead between the U.S. and the Common Market over U.S. claims on agricultural produce, especially wheat prices. President Kennedy's trade adviser, Mr. Howard Peterson, flew to **Brussels** last weekend for discussions with Common Market officials.

In another part of President Kennedy's message, he declared his faith in the United Nations. Last week there were high-level Anglo-American talks in **Washington** over the future of the U.N., specifically with regard to the U.N.'s lack of money. The organisation is heavily in debt. In **New York,** the U.N. General Assembly resumed last Monday its sixteenth session, adjourned just before Christmas. On the agenda were such items as Angola, Southern Rhodesia and Ruanda Urundi.

In **Moscow,** talks on Berlin continued between Mr. Llewellyn Thompson, the U.S. Ambassador, and Mr. Gromyko, the Soviet Foreign Minister. No progress was reported, but in Berlin itself at the beginning of this week the situation was quiet.

GREAT BRITAIN

Mass vaccinations took place in **Bradford** last weekend following an outbreak of smallpox there. By Monday six people had died of the disease, four of them in the Bradford area. Five more cases had been confirmed there. Suspects had also been isolated in **Wolverhampton** and **London.** (More than 250 people had by then died in the epidemic in Karachi, where health officials estimated that nearly all the 2,000,000 inhabitants of the city had been vaccinated. Suspects were also reported among the Goan refugees in Lisbon.) Mr. Selwyn Lloyd, Chancellor of the Exchequer, announced that the pay pause would be replaced in April by a national wages policy.

Citizens of Karachi queue for smallpox vaccination at an emergency open-air clinic

ALGERIA

Danger of civil war increased when the Algerian Provisional Government ordered the crushing of "colonialist and Fascist groups," indicating that the F.L.N. was preparing to take independent action against the OAS. Tension between Muslims and Europeans was extremely high, particularly in **Oran,** where terrorist attacks and machine-gunnings were daily occurrences. French military authorities stated that in the period January 1-14, 228 people were killed and 489 injured in acts of violence in Algeria. For civilians it was the bloodiest fortnight since the revolt began seven years ago. (See also John Connell, page 102.)

AFRICA

U Thant, the Acting Secretary-General of the United Nations, declined the invitation of the British Government to go to **Salisbury,** capital of the Rhodesian Federation, for talks on the control of the Rhodesia-Katanga border. He was expected to send a deputy. In Congo itself, attention was turned away from **Elisabethville,** where the Tshombe-Adoula Kitona agreement was being discussed by the Katanga Assembly, to **Stanleyville,** capital of Orientale Province. In that city troops of the Congolese Central Government, under General Lundula, compelled the surrender of Mr. Gizenga, the Left-wing Deputy Prime Minister, who for five months had been refusing to return to Leopoldville to take up his duties until the Katanga dispute was settled. Mr. Gizenga was isolated when his former supporter, General Lundula, reaffirmed his allegiance to the Central Government.

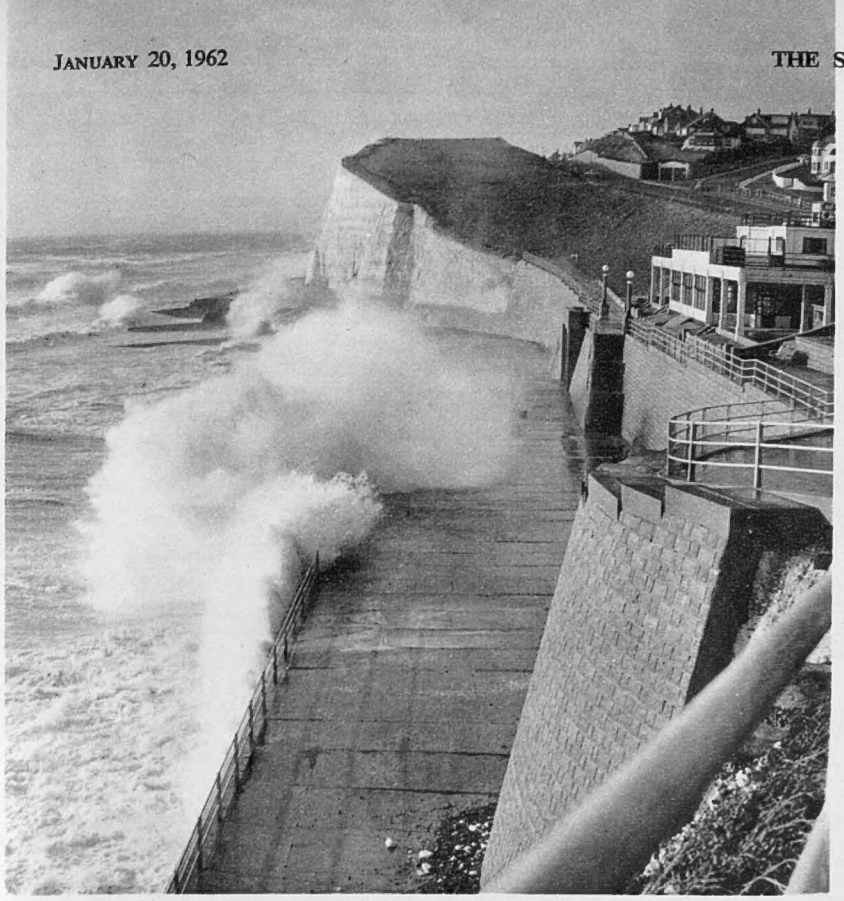
In **Nairobi,** Mr. Jomo Kenyatta was sworn in as a member of the Kenya Legislative Council, and also became Leader of the Opposition. A constitutional conference on Kenya's independence is to be held in London next month. In **Accra** it was announced that Dr. Nunn May, imprisoned for ten years in 1946 for a breach of Britain's Official Secrets Act, had been appointed Professor of Nuclear Physics in the University of Ghana.

BRITISH GUIANA

In **London** it was announced that Mr. Maudling, the Colonial Secretary, had invited Dr. Jagan, the Prime Minister of British Guiana, to a constitutional conference next May to discuss the date and arrangements for his country's independence. Dr. Jagan had previously expressed discontent over what he considered to be delaying tactics by the British Government. A resolution concerning British Guiana's independence was to be discussed by the U.N. Trusteeship Committee in New York this week. Meanwhile, Mr. Maudling had arrived in nearby **Port of Spain,** Trinidad, for talks with West Indian leaders on the future of the Federation.

LAOS

It was reported from **Vientiane**, the Laotian capital, that it was unlikely that agreement on a coalition government would be reached in the near future. Addressing the National Assembly, Prince Boun Oum, the Right-wing Prime Minister, said that he would neither join nor discuss a coalition Cabinet led by neutralists. Earlier, Prince Boun Oum had agreed to fly to Geneva, where the 14-nation Laos conference has been meeting, with Prince Souvanna Phouma, the neutralist leader, and Prince Souphannouvong, the pro-Communist leader, to arrange the formation of the long-discussed coalition government.



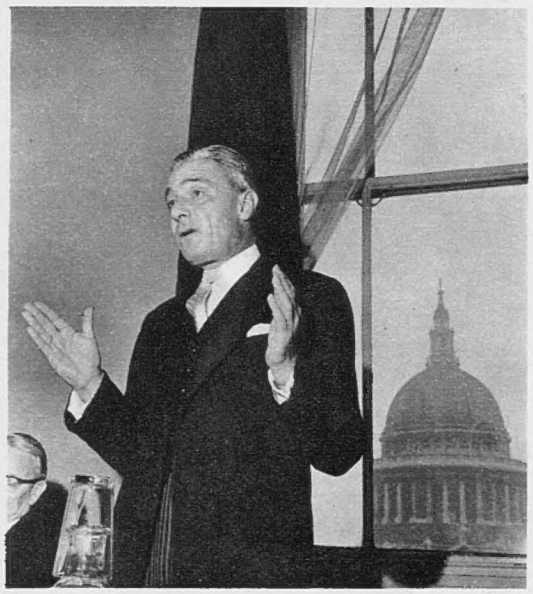
STORMS ON THE FRONT AT BRIGHTON

THE SEA WALL IS BREACHED AT SEAFORD

High waves spray over the promenade between Brighton and Rottingdean. Gales and high seas caused much damage over Britain during last week. The sea wall at Seaford was breached (right). Four people were killed by falling trees in winds which reached over 100 m.p.h. Two men were also killed when the wind blew their car into a van. The 561-ton *Fordfield* sank in heavy seas in the English Channel. The nine members of the crew were picked up from a raft. In London a crane was blown on to an office block near Fleet Street. Floods and storms have also been widespread, and a BEA Viscount was struck by lightning on a flight to Manchester airport without damage. Cross-channel services were badly affected by the gales and the Channel Islands ferry was running twenty-four hours late. The British Railways cargo ship *Winchester* was damaged when she was struck by a large wave off Jersey

THE NEWS IN PICTURES

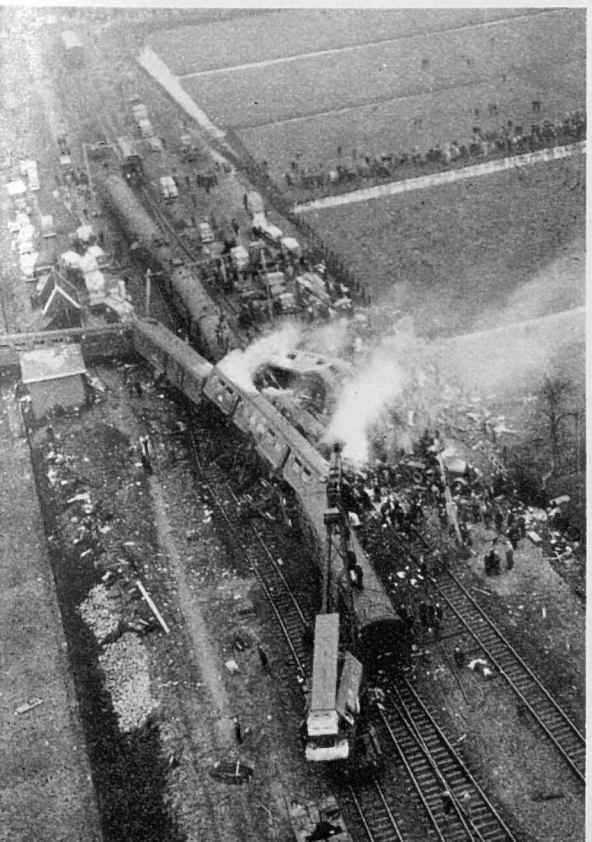
MAJOR TITOV VISITS PRESIDENT SUKARNO



MR. BEVINS AT A PRESS CONFERENCE

Far left: Soviet astronaut Major Titov is with President Sukarno of Indonesia in Jakarta. Major Titov was in Indonesia with messages of support for Indonesian claims to West Irian. Last week the training of volunteers " to fight the Dutch " began. Mr. Menzies, the Australian Prime Minister, speaking in Canberra, attached importance to previous assurances that Indonesia would not use force, in spite of more recent declarations. (See pages 110-112)

Mr. Bevins, the Postmaster-General, talks to the Press. Last week inland parcels to and from London were suspended. At the weekend the mail pile-up caused by the working-to-rule of the Union of Post Office Workers, was said to be less although no peace was in sight



RAIL CRASHES

Far left: Smoke rises from wrecked carriages of two passenger trains in collision near Woerden, in Holland, as rescue workers struggle to free the trapped passengers. The collision took place in dense fog at the beginning of last week. Ninety-one people were killed in the worst disaster in the history of Dutch railways. The tragedy occurred at a fork of the line at Harmelen, when an express from Utrecht to Rotterdam hit broadside on a slower Rotterdam-Amsterdam train. In all nine carriages were smashed into a mass of wreckage. **Left:** Goods trucks hang precariously over the side of the bridge on Kentish Town Road, London, after two goods trains collided. Nine people were hurt in the spectacular accident last week but no one was killed. The railway line is from Broad Street to Watford and Richmond

RECONSTRUCTING THE PROMENADE AT CANNES

Workmen are busy rebuilding part of the Croisette promenade, one of the best-known features of Cannes. The French Riviera resort is too busy in the spring and summer for the work to be carried out during the months when the weather is better. This winter the French Riviera has suffered from violent storms

Below right: Princess Margaret and the Earl of Snowdon descend the steps of a house in High Street, St. John's, on the island of Antigua in the West Indies. Accompanying them is Mr. Ian Turbott, the Administrator of Antigua. Princess Margaret and her husband are spending a three-week holiday in the West Indies. When they arrived at Coolidge Airport, Antigua, they were greeted by a crowd of several thousand local people

PRINCESS MARGARET AND LORD SNOWDON ON HOLIDAY

Far right: Protected by an umbrella and wearing dark glasses, King Saud of Saudi Arabia leaves his hotel in Boston, Massachusetts, in a rain storm. He was visiting his eight-year-old son, in hospital recovering from an operation to his hand. King Saud himself spent six weeks in a Boston hospital, during which he had cataracts removed from both eyes and had a minor abdominal operation. He was staying in Boston while waiting for his son to be discharged

KING SAUD CONVALESCING IN BOSTON

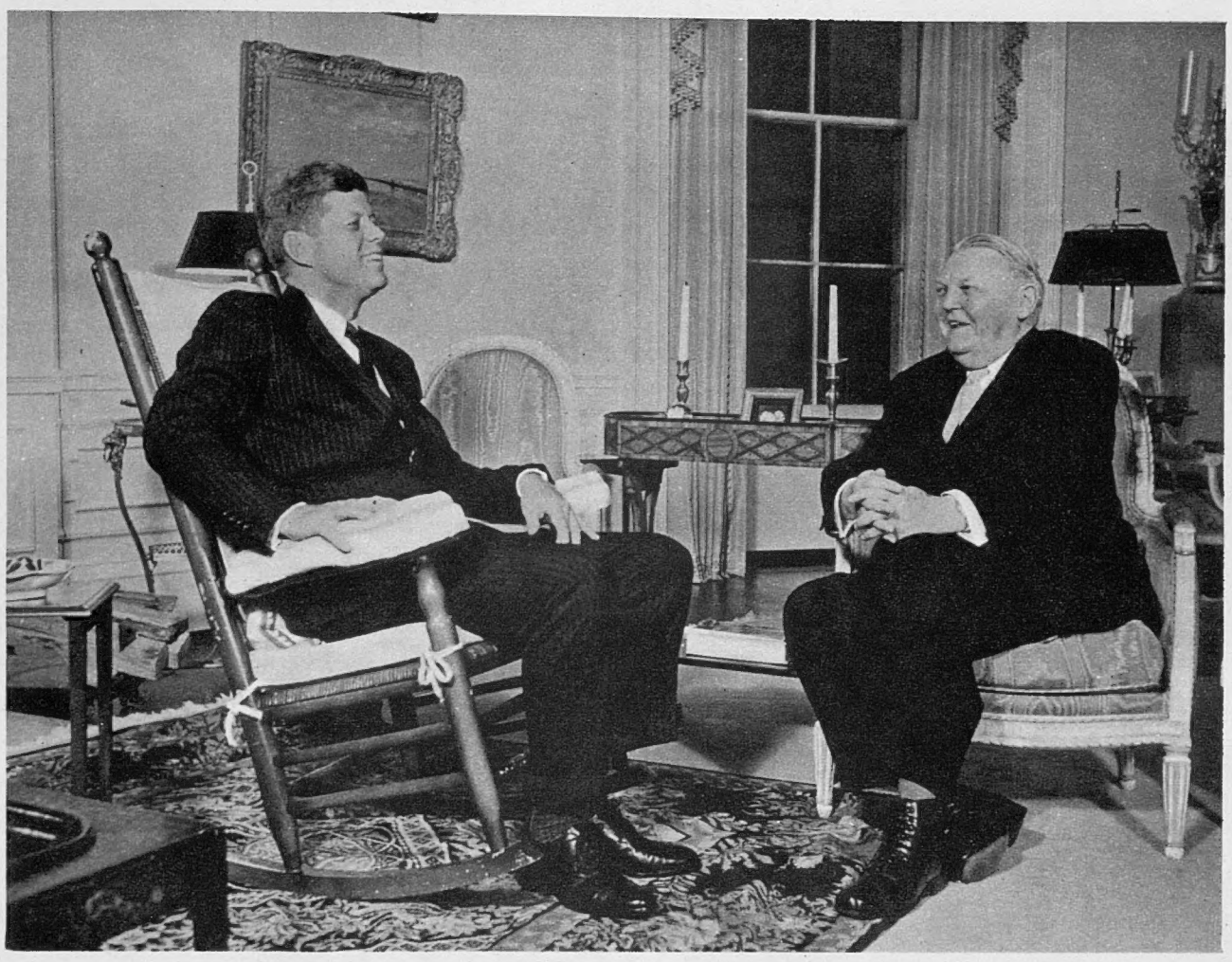
Below right: Mr. John Hare, the Minister of Labour (second from left) tours the London Docks system. In the background is shipping in the Royal Victoria Dock. The Minister made a short visit to the docks last week. On the same day, executives of the thirty-nine unions in the Confederation of Shipbuilding and Engineering Unions called on their members to stage a one-day strike on February 5. This was in protest against the rejection by the engineering and shipbuilding employers' federations of pay claims. It is reckoned that the unions want another £1 a week and a 40-hour working week

MR. HARE VISITS THE LONDON DOCKS

Far right: At London Airport are Mr. L. A. Sweny, the managing director of Hovercraft Development Ltd. (left) and Mr. Christopher Cockerell, the inventor of the Hovercraft. They flew to Paris last week for exploratory talks with M. Jules Moch, chairman of the French group studying the possibilities of a Channel Bridge. The purpose of the meeting was to discuss plans for a Hovercar, capable of transporting 150 passengers at high speed, while it skims above a shallow V-shaped track. This could run over a Channel bridge

A NEW WAY TO CROSS THE CHANNEL?

THE NEWS IN PICTURES

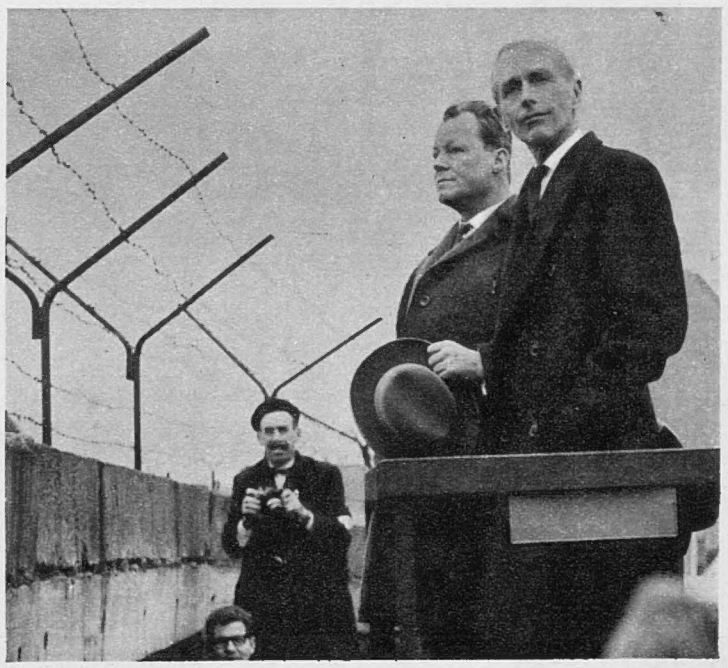


DR. ERHARD IN WASHINGTON FOR TALKS ON ECONOMIC MATTERS

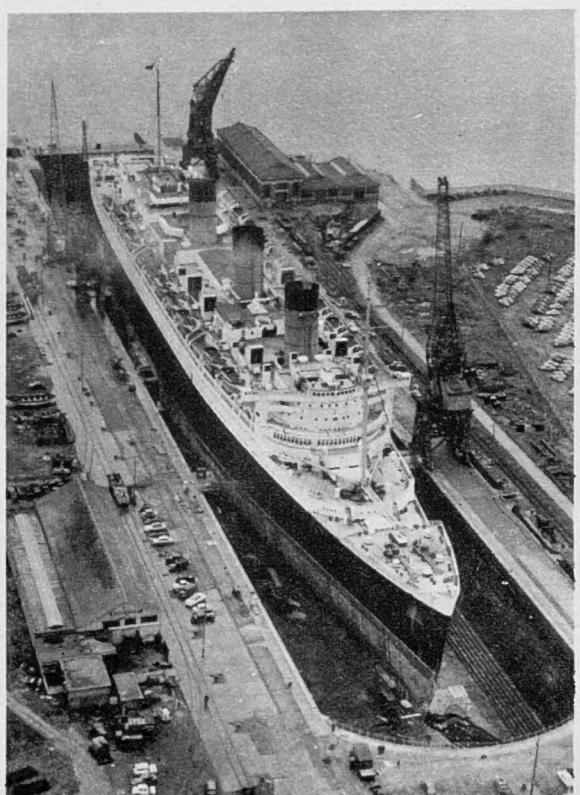
President Kennedy and Dr. Erhard, the West German Vice-Chancellor, meet in the White House. Dr. Erhard was in Washington last week for talks with Dean Rusk, the U.S. Secretary of State. Among the subjects discussed were the relationship of the United States with the European Economic Community and the economic problems of West Berlin. In his State of the Union message on Friday of last week the U.S. President announced that he would soon submit to Congress a five-year trade expansion bill, for the gradual elimination of tariffs in the U.S.A. and the Common Market on those items in which together they supply 80 per cent. of the world's trade

MR. MACMILLAN AND DR. ADENAUER IN BONN

Dr. Adenauer, the West German Chancellor, welcomes Mr. Macmillan in Bonn. In their talks last week the two Western leaders reached substantial agreement on the steps which West Germany will take to help relieve Britain's balance of payments difficulties. These steps will consist largely of additional arms purchases from Britain by the Federal Republic. Also discussed were Berlin, on which the leaders were agreed that efforts to find out whether a basis for negotiation with the Soviet Union existed should be pursued, and the Common Market. **Far right:** Herr Willy Brandt, Burgomaster of Berlin, and Lord Home, British Foreign Secretary, look over the Berlin wall. In Berlin, the Foreign Secretary signed the City's Golden book and received a replica of the Freedom Bell. He went to Berlin after accompanying Mr. Macmillan to Bonn



LORD HOME AND MAYOR BRANDT IN BERLIN



THE *QUEEN MARY* OUT OF THE WATER

The 1,000-ft.-long *Queen Mary* rests in the King George V dry dock at Southampton while she undergoes her annual winter overhaul. When this has been completed she will resume service on the Southampton-New York run. The *Queen Mary* will be followed into dry dock by the *Queen Elizabeth*

THE LONGEST TANKER BUILT IN THE U.S.

Far right: The 940-ft.-long American oil tanker, *Manhattan*, undergoes her sea trials off the coast of Massachusetts. She is the longest merchant ship ever built in the U.S. and was constructed at the Bethlehem shipyard at Quincy, Mass. The *Manhattan*, which was named last week, has a cargo capacity of 38,000,000 gallons of oil

A small girl looks sadly over the few remaining roofs of the devastated village of Ranrahirca

An Indian woman searches among the wreckage left by the avalanche

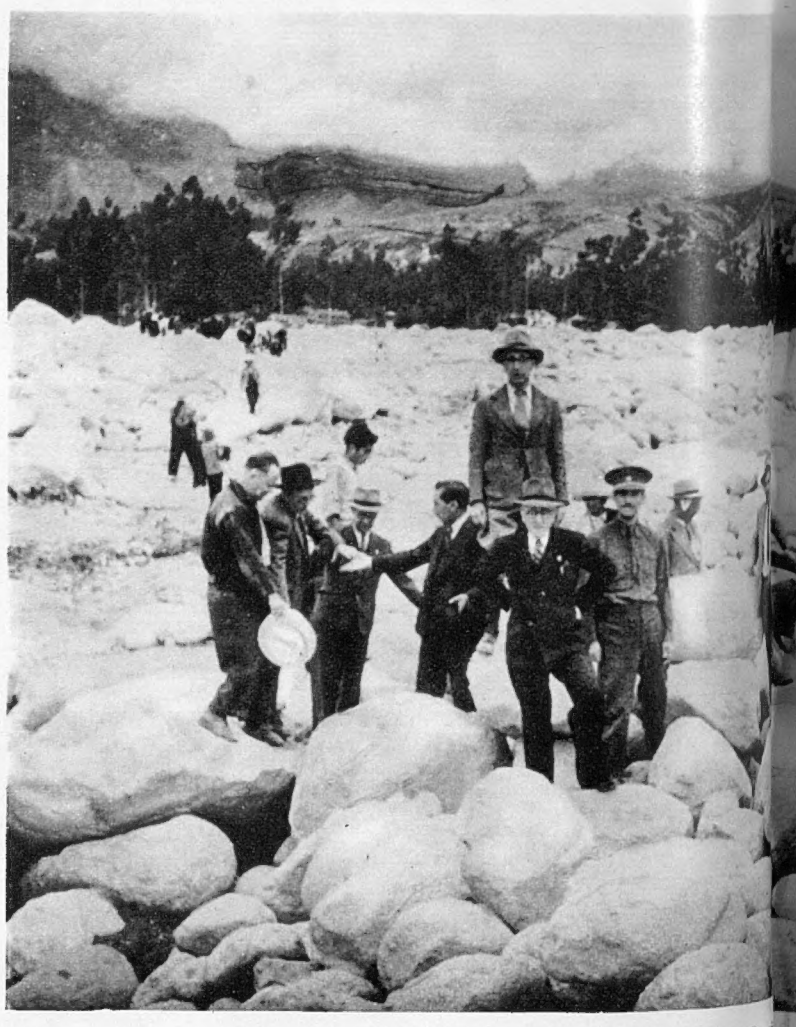
AVALANCHE IN PERU

Peru suffers more than its fair share of natural disasters. In the northern part of the country, the inhospitable and bleak Cordillera Blanca range of the Andes periodically is riven by landslides, avalanches and earthquakes. Its highest peak is Mount Huascaran, an extinct volcano. Last week an avalanche of snow, ice and rock roared down its sides to engulf the village of Ranrahirca and neighbouring rural communities. In some places the layer of mud and rock was estimated at 70 ft. deep. Bad weather, including driving rain, hindered rescue operations, and at the beginning of this week there were no reliable estimates of how many people died, but it was feared that it was at least 3,000. All that remains of the village, once a prosperous community with its red-roofed, whitewashed houses, is part of one street and the electricity generating station, surviving in a desolate sea of mud and rock. As relief supplies were flown to the area from the capital of Peru, Lima, 200 miles to the south, there were reports that there might be further avalanches. Hanging masses of ice were poised on the sides of Mount Huascaran.

Ranrahirca is not far from Huaras, the capital of the department of Ancash. Much of the town was destroyed in 1941 when a glacial lagoon in the mountains burst its sides and poured down on the town below. In that disaster, some 5,000 people were killed.

Rescue workers in Ranrahirca dig in the mud and boulders which engulfed the village

Homeless villagers in the department of Ancash wait patiently for food and relief supplies



In 1941, an avalanche destroyed another town in the region—Huaras. Here Peru

From the air the huge extent of the avalanche in northern Peru can be seen. It has obliterated the village of Ranrahirca and neighbouring farms

amid boulders swept down by the avalanche

Near Yungay, a villager stands on the edge of the sea of mud to search for his belongings

JOHN CONNELL

THE PLIGHT OF FRANCE

An uneasy chill broods over France. This is the most disagreeable phase in French experience since General de Gaulle's return to power. Life, in France's internal affairs almost as much as in her external relations, seems to be turning sour. The great national regeneration, from which millions of Frenchmen and countless friends of France hoped so much, looks as if it may peter out in widespread recidivism, manifesting itself in two chronic French maladies—bitter cynicism and narrow, inward turning "*Je m'en fichism.*" I don't know which of these two besetting sins of France I dislike more than the other; I love France so much that I dread equally a recurrence of either.

Our own country's plight seems to me (as I have hardly hesitated to say from time to time in recent months) far from negligible; and there is a special poignancy in having to realise that France is in no better case, and to have to admit that our troubles spring from very similar and closely related sources. Nations, like individuals, pass through a winter of the spirit, a time of cold, bleak withdrawal. Our epoch's winter has set in, not merely in Britain or in France, but over much of Western Europe. It is fortunate indeed to be a child of the spring; to be old in January is to feel the rheumatic chill in one's bones, chilblains on one's fingers, a snivelling cold in the head and a painful slowing-up of the movement of brain and heart.

I am haunted (I fancy I have quoted it before, but there is no harm—and a good deal of aptness—in quoting it again) by the final, invocative and sombrely prophetic passage of de Gaulle's War Memoirs. "Old France, weighed down with history, prostrated by wars and revolutions, endlessly vacillating from greatness to decline, but revived, century after century, by the genius of renewal! Old man, exhausted by ordeal, detached from human deeds, feeling the approach of the eternal cold, but always watching in the shadows for the gleam of hope!"

Endlessly vacillating from greatness to decline . . . is it possible that the cycles of vacillation are becoming smaller and more rapid? We cannot at present take history's long view; yet anyone with any political and historical sensitivity must surely be aware of how swiftly in France's life now the splendours and the miseries, the glories and the squalors seem to alternate. France is a country of perplexity, grief and (it is most disagreeable to have to say it) mounting fear. The cause of her internal distress is, without doubt, the Algerian war, now entering its eighth year. To come to terms with the Algerian nationalists is essential if both countries —France and Algeria—are not to be bled into total exhaustion, such as occurred in Spain at the end of the Civil War.

But de Gaulle knows—so does every Frenchman who does not abandon thought, with a shrugging "*Je m'en fiche*"—that this will not end France's suffering, but is almost certain to bring a worse, sharper phase. The unpublicised negotiations between French representatives and the Algerian nationalist leaders continue; and OAS continues and hots up its terrorist campaign in Metropolitan France as much as in Algeria. OAS is a bitter expression of disillusionment and despair. These emotions are, of course, corrosive of individual and national *morale*.

I do not believe that once-respectable and highly-placed people who join OAS or the anti-OAS movement, which is itself becoming more and more violent, are merely animated by a middle-aged nostalgia for the violent, heroic Resistance days of their fast-receding youth, and are playing a final, belated game of cops and robbers. Neither are they simply retarded, emotionally and intellectually, like the I.R.A. gunmen, who relive their grandfathers' feuds along the border between Eire and Northern Ireland. OAS and anti-OAS alike, they are fighting about a real, passionately important, passionately ugly, issue. The plastic bomb is becoming, in France, as in Algeria, a recognised, conventional weapon; in the wake of the plastic bombers there come the cold, ruthless, dedicated killers. Will one of them be able to assassinate de Gaulle some day in the next few months?

For such a contingency the President has long been prepared quietly and without melodrama; but that it would be a world calamity as well as a national disgrace I have no doubt at all. It cannot stave off the inevitable, so far as French-Algerian relations are concerned—any more than the assassination of Abraham Lincoln staved off the inevitable —but the general harm it can do is well nigh immeasurable.

If de Gaulle lives, and the final Algerian decision is made (which cannot long be postponed), only de Gaulle can be a truly effective reconciler. Only he has the moral and intellectual authority; only he has the degree of magnanimity and of selfless patriotism that is essential. For, let there be no doubt about it, France has drifted into a state of affairs which is, to all intents and purposes, civil war. OAS may be —I certainly believe it is—thoroughly misguided: but it is skilfully and ruthlessly led, desperate and resolute; it has more sympathisers in the Army and in the police, throughout Metropolitan France, than is generally admitted; it has created and it sustains an atmosphere of foreboding, fear and anger. Arms and explosives are stolen for OAS, or by OAS, in some of the supposedly most securely guarded camps and depots in France, officers desert, taking sizeable supplies of weapons with them; suspicions multiply between man and man. The discipline and the loyalty of the French Army, built up anew after World War II with such effort and at such a cost, are gravely endangered.

Beset by all these internal troubles, which only Frenchmen can resolve amongst themselves, France faces the rest of the world in curious, proud, edgy isolation. She is accustomed to Arab and Egyptian hostility; but the sinister, Moscow-type "State trial" of a group of French officials which Nasser is about to stage in Cairo is difficult to take with calm, aloof dignity. In the propaganda of the rest of the Afro-Asian world France is depicted as among the most evil of the neo-colonialists. Her relations with Britain are tetchy, to put it mildly. And now, less than a year after President Kennedy's memorable visit to Paris, Franco-American relations are (according to that highly competent observer, Cyrus L. Sulzberger, of *The New York Times*) at their lowest ebb since World War II. Nobody regrets this more than the Americans, who feel that they are being subjected to a campaign of pinpricks, which are only the manifestations of a deeper, inner dislike and contempt.

A fireman inspects the damage after a plastic bomb had been exploded on the staircase outside M. Jean-Paul Sartre's flat in Paris. The distinguished Left-wing writer was uninjured

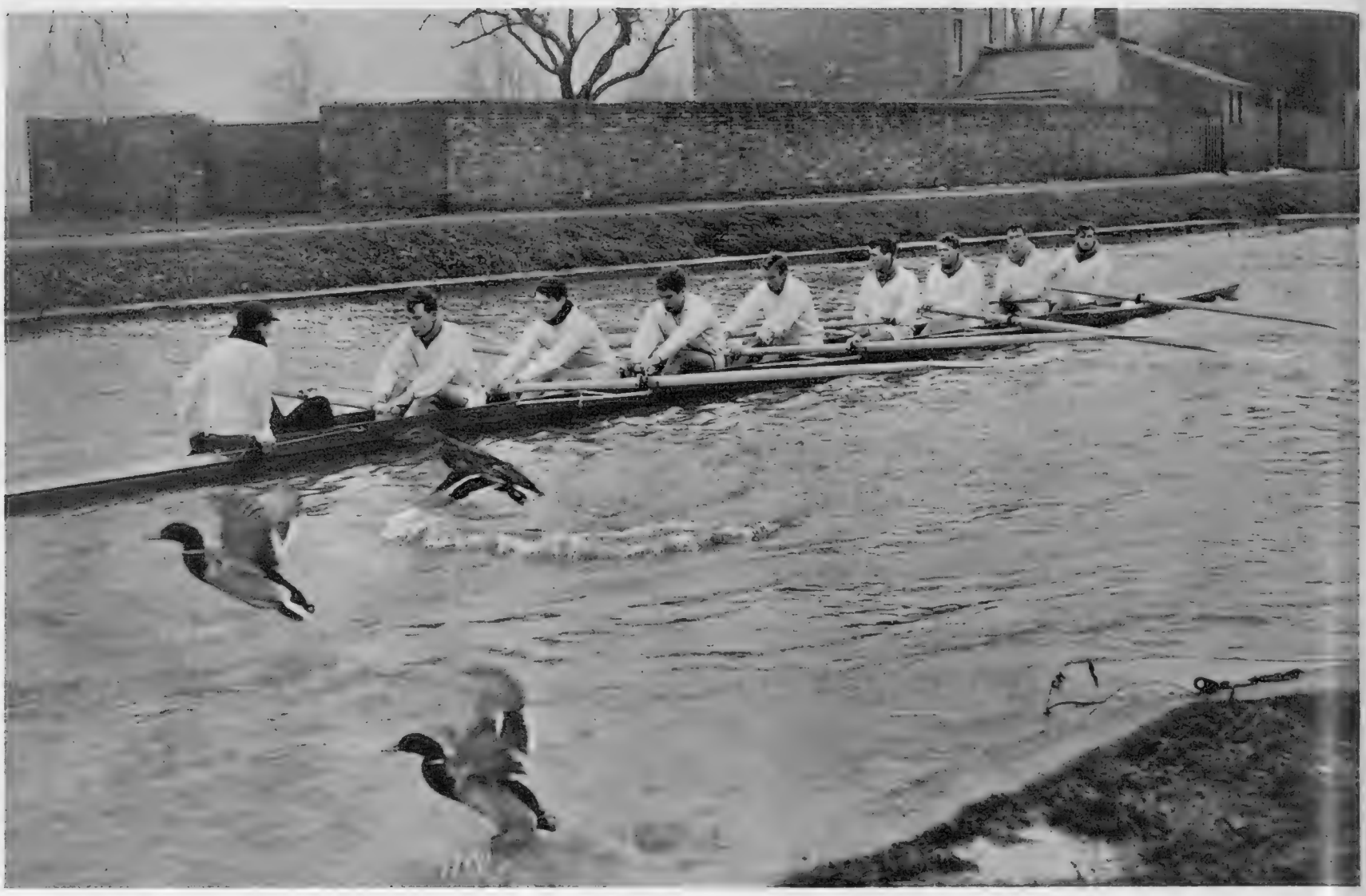
Because of their breeziness of manner, Americans, official as well as unofficial, are always in danger of having their national and personal sensitivity underrated; and they are therefore often extremely and unnecessarily hurt. A pained surprise is their present attitude, made all the greater by the memory of the intense cordiality which followed the President's Paris trip last spring. De Gaulle had said, with genuine warmth, "I have more confidence in your country now," and everyone had rejoiced. Perhaps too few reflected on how little confidence de Gaulle had previously felt. Now the State Department is on the verge of despair about de Gaulle's stubbornness. Surely, surely, someone in Washington, if not in the Paris Embassy, could have looked up the files of twenty years ago, or read some of the standard war histories and generals' and statesmen's recollections.

The Americans continue, privately as well as publicly, to set great store by Nato—perhaps greater store than many of us do here in Europe —and Nato's higher echelon cannot conceal their sense of chagrin about France's attitude towards her obligations. Why, they ask, does the French fleet remain outside Nato control? Why has the post of French naval deputy at SHAPE been vacant so long? What has happened to the two French divisions, that came back from Algeria last year, and what will happen to the two that are due to be recalled? Assignment to Nato is the one fate that does not await them.

Why is the French Air Force not co-ordinated into Allied air defence? Most umbrage-carrying of all—why has de Gaulle never troubled to visit SHAPE, which, after all, is only a brief twelve-mile ride from the middle of Paris? These are tactical differences; but there is also the fundamental strategic differences over de Gaulle's refusal to take part in negotiations with Russia. This seems to the Americans, in their present mood, a real threat to Allied unity. The result is that as Sulzberger writes: "Today France doesn't trust us, and we don't trust France." That is for both sides saddening as well as unhealthy; because in the West in 1962 we need genuine unity and understanding as never before.

A studio assistant tries to stop a Press photograph being taken during a rehearsal for a scene of *Nine Hours to Rama*, a film being made in India for 20th Century-Fox about the last hours of Gandhi's life. As can be seen, the actor playing Gandhi, J. S. Casshyap, bears a startling resemblance to the Indian leader. Standing behind him is the director of the film, Mark Robson. Some secrecy surrounds the production. It is the first the Indian Government has allowed about the life of Gandhi since his death

DRAMA ABOUT GANDHI



Ducks scatter as one of the two Cambridge University trial eights has its first outing of the year on the Cam at Cambridge

Some of the items at an exhibition held by the Air Ministry Directorate-General of Works, in London, to show the scope of its work to students. **Below:** On show was a scale model of the ballistic missile early warning station at Fylingdales Moor, in Yorkshire

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

THE PATTERN OF OUR NEW YEARS. I turned back the pages of the *Newsletter* to the issue of January 7, 1961. I had a nasty feeling that the " pattern " of January 1961 (if not of January 1960 also) might have been all too much like that of January 1962. And so, I regret to say, it proved. My first cross-head was hopeful in January 1961. " The Dawn at Last? " I was wise to put in that note of interrogation. East-West relations, if you remember, had for some time been getting worse. Young Mr. Kennedy was about to " blaze his name on the roll of great U.S.A. Presidents " by a fruitful exchange of views with Khrushchev. Internationally the world is not noticeably improved since January 1961. Some would say things are very much worse. Nor are they convalescent at home. A year ago, the industrial research men were estimating the appalling damage to our industrial output due to unauthorised and official strikes and restrictive practices. There is not much sign today that warnings have been listened to. It is of far less importance that a year ago " equities " were still booming, and hopeful gamblers still confident of getting rich quick. They are about the only people who have accepted a pay pause without finding some practical form of protest. This month of hope has followed the pattern of recent decades of Januaries—and once more our leaders are hopeful of better things. They need to be hopeful.

A LUCKY SPOT. The New Forest area in which I live has many advantages denied to less happier places, and Northerners are too well aware of many of them (and by retiring to these parts obliterate some of them). During the first instalment of the great freeze-up and the sudden thaw which followed, the gloomy prognostications and reports of road conditions were mere moonshine here. Never were the roads safer in the freeze-up or less tricky in the thaw. There was no fog, no treacherous patch anywhere on our local roads. They provided ideal stretches on which L-drivers could practise. And it was curiously local. A few miles away round Salisbury and on the Plain conditions were as bad as could be, and eastward, westward and northward of the Forest road conditions varied in discomfort, delay and danger. I hope this brief escape story does not cause thousands more from the North and Midlands and the Western counties to pack up and settle here. For it was our turn next. The recording and avenging angels had sharp ears for the boasts which I was making and hardly had I stopped congratulating myself, when they acted. I don't say conditions became as bad as in the North and Midlands and West but as bad as Foresters remember, and my week-enders who started for Brockenhurst by Land-Rover at 4.20 reached Waterloo at 11 p.m. and slithered home on foot at midnight humping their luggage. The " cold war " is no respecter of the privileged.

BLACK, WHITE . . . AND BROWN. One day we shall end Nature's cold War; at some much more distant day perhaps the

Sir Arthur Bliss, Master of the Queen's Musick, and Lady Bliss, look at "Beast XXI," a sculpture in bronze by Lynn Chadwick, at the Royal Academy's Winter Exhibition "From Primitives to Picasso." These works, from British public collections outside London, are on show until March 7

Sir Compton Mackenzie talks with Miss Christina Macsween at his home in Edinburgh. They plan to marry in the spring. She has been his secretary for many years and was a friend of his late wife

The spacious interior of the Wren church of St. Stephen, Walbrook, near Mansion House in the City of London. The church, built 1672-7, has been described as "a try-out for St. Paul's." Its stained-glass windows, designed by Mr. Keith New, have recently been inserted

Communist cold war will thaw. But the party dogfight must go on for ever, and a crop of by-elections or an approaching general election will call out from their tents the party leaders and organisers of victory. Armed to the teeth, Mr. Brown was first in the field in 1962. There is only one strategy and it is crude. The party in power is totally incompetent; the party in opposition has a positive policy capable of saving the nation and making it mightier yet. Heaven knows there are chinks in the Tory armour, but all Mr. Brown's ingenuity cannot even silver-paper over the vital breaches in Labour's coat of mail. In rejecting any form of election pact with the Liberals to get the Tories out, Labour has burked the vital matter that since 1950 (and before) their policies have been as vague and incapable of proof as the Liberals', and the most ardent socialists have been hard put to it to pin-point any actions in the past decades, when Labour ruled, which, if persisted in, would have saved the nation from its present plight or succeeded in doing so temporarily. It seems to me that inculcating an appetite for power in the Labour party is more likely to revive its failing spirit than all Mr. Brown's logic and persuasion. The will to win must be bolstered up by deeds and proofs. An appetite for power is common enough in party politics and needs no evidence to support it. The party in power is always crudely dismissed as all black, the opposition as all white. But the average voter knows that the devil is not so black as he is painted and the angel not so white as he makes himself out to be. He accepts that dingy colour grey in party politics and wobbles along unconvinced by superlatives.

HANDS OFF LYME. Lyme Regis has been a Borough since the reign of Edward the First and I think that King gave it its royal label; and it has always enjoyed Dorset nationality. Why, then, does its Borough Council favour its absorption into Devon, apparently against the wishes of the majority of Lymies? The "natural" frontier between the two counties (many motorists might argue) is farther west at Colyton where impassable floods collect whenever it rains heavily (and Devon C.C. have hitherto failed to prevent that constant nuisance). On the other hand, perhaps the Lyme Regis Borough Council want to pass responsibility for Lyme's chaotic High Street to some stronger authority, which would ruthlessly control parking and go-as-you-please on that dangerous steep descent, where accidents occur constantly, and which might do something more than Dorset councillors have done to sign-post and improve Lyme's immediate by-pass. Most western travellers have long avoided Lyme and preferred the Axminster road with its branch to Rousdon. But Lyme should *not* be avoided. Its political and literary history and its enchanting seascapes cry out for recognition. And Dorset's jewel it should remain, though perhaps in a rather less antique setting. Why not (as Melbourne used to say about tiresome reforms), why not leave it alone and let Dorset men have another stab at it?

BLUSHING HONOURS. Bar the recipients, I very much doubt if anybody concerned with those biennial divides (or the general public) enjoys or values them. The higher awards are far too preponderantly political and party, far too much predestined and regarded as automatic rewards for holders of certain posts and for party worthies. It has been so for so many decades that the Labour premiers, who sought to limit honours to sheer merit in all fields, acknowledged that the custom had grown too adamant to prune. Most premiers would have been glad to shed their responsibility. Whether willingly or no, the Fountain of Honour of the day grows continuously more generous in the hopeless task of rewarding merit in every possible field of public service, high and humble. As for hereditary titles, one grows tired of pointing out how archaic and illogical they have become—and how redundant. But it seems it is as impossible to rationalise these honours lists as it is to simplify our taxation system. There is a pleasant story (perhaps legendary) of Freddie Trueman's views on knighthoods for cricketers. He is alleged to have said: "That's O.K. Nowt wrong wi' it. But why always *batsmen*? Why not bowlers? First we 'ad Sir Jack blinking 'Obbs, then Sir Donald blinking Bradman, then Sir Len blinking 'Utton. And if you want to 'ear of a bowler being knighted, you got to go back to Sir Francis blinking Drake."

THE OLD STAGER

Earl Mountararat (Denis Dowling) watches Phyllis (Elizabeth Harwood) and Earl Tolloller (Stanley Bevan). **Right:** Phyllis, Tolloller and the Lord Chancellor (Eric Shilling)

ENTERTAINMENT

IOLANTHE

First night at Sadler's Wells on January 24

The first of the new professional productions of Gilbert and Sullivan operettas to be seen outside the monopoly of D'Oyly Carte comes to London next week. Sadler's Wells have brought their biggest guns to bear for their version of *Iolanthe*. It is being produced by Frank Hauser, who had never seen a production of Gilbert and Sullivan. Altogether the event has aroused qualms in the breasts of diehard Savoyards. But advance reports from Stratford-upon-Avon, where these photographs were taken, after the out-of-town opening, indicate that even the most convinced Savoyard may be in for a pleasant surprise. Certainly Sadler's Wells, with its recent high standing in productions of light opera, is well qualified to throw invigorating light on the most enduring of British operettas. The company is following one tradition at least in having a Guards band for *Iolanthe*—in this case, the Irish Guards. The new *Iolanthe* will be followed by Tyrone Guthrie's productions of H.M.S. *Pinafore* and *The Pirates of Penzance*, being brought over from America to run at Her Majesty's in February.

Photographs by Reg Wilson

Strephon (Julian Moyle) pleads his cause to the Lord Chancellor. **Left:** The trio of the three Lords

The Queen of the Fairies (Heather Begg), surrounded by her court, listens to right, Iolanthe (Patricia Kern)

A duet between Phyllis and Strephon. **Right:** The Lord Chancellor, seated on a whelk stall, with Lords Mountararat and Tolloller

THE VOICE OF THE COMMON

CANADA

Government assistance to exporters of capital equipment

Canadian industry is taking advantage of the Government's long-term financing legislation to assist exporters of capital equipment in securing orders from foreign countries. Since the legislation was introduced in November 1960, the value of sales made, tenders approved and projects under consideration total 214,000,000 dollars (£76,000,000).

Support will be given to the financing of export transactions involving credit terms over five years. The Government is prepared to provide guarantees for these extended credit transactions, and, in addition, to purchase the guaranteed foreign obligations from authorised lenders.

This will enable Canadian exporters to seek orders for capital equipment, confident that these financing arrangements remove financing impediments that may have deterred them in the past from seeking or obtaining orders abroad. There remains, of course, a challenge to Canadian exporters of capital equipment to be competitive and to find credit-worthy buyers.

Provision has already been made for the erection of a newsprint mill in Chile, and for the sale of seventy diesel-electric locomotives to the Argentine State Railways, aggregating £9,500,000. It is estimated that more than a hundred Canadian firms will participate in the contract for locomotives, and that it will create some 1,800,000 man-hours of work for Canadians. Applications from six firms, which have submitted tenders for products valued at £16,800,000, have been approved, and contracts are being negotiated.

Projects in eight countries, involving the possible sale of Canadian capital equipment, aggregating £30,000,000, are under active consideration, while five other proposals have been deferred for further study —a total of £76,000,000. Canadian authorities believe that the programme not only supports home industry, but aids and strengthens the economies of free countries overseas in urgent need of capital equipment.

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Australian wicket-keeper Wally Grout congratulates the Australian cricket captain, Richie Benaud, on hearing that he had been awarded an O.B.E. in the New Year Honours List. He captained the side which retained the Ashes in the Test series in England last summer. **Right:** Also honoured at the New Year, Michael Blundell, the Minister of Agriculture in the Kenya Government, is congratulated by his houseboy. Sir Michael will receive his knighthood when he comes to London next month for the Kenya Constitutional Conference, at which he is expected to play an important part

Epstein's bust of Tagore, on show at an exhibition of paintings and sculpture by past and present members of the Royal India, Pakistan and Ceylon Society, is looked at by Mrs. Munsiff, a member of the council of the Society and Lord Listowel, who opened the exhibition. It can be seen at Foyles Art Gallery in London until January 27

NEW ZEALAND

Mercy flights in the South Pacific

The last military Sunderland flying boats still operational have, in the South Pacific, a normal role of maritime reconnaissance, involving continual training to keep the crews of No. 5 (Maritime) Squadron of the Royal New Zealand Air Force up to a high standard in anti-submarine warfare techniques. But, every week or two, in addition, they go out on special missions—search and rescue and mercy flights, of which there were thirty-eight in the last year. Fourteen were for urgent medical cases, thirteen for complicated maternity cases, ten on searches for missing vessels, two for medical supply drops and one to survey hurricane damage.

At all times a Sunderland is ready at a base at Lauthala Bay, Suva, Fiji, for such flights. A crew is on stand-by twenty-four hours a day, every day. Within an hour of receiving a call for assistance, perhaps from some remote Pacific Island 1,000 or more miles away, the Sunderland can be on its way fully equipped for any eventuality. On all mercy missions a R.N.Z.A.F. nursing sister goes with the aircraft, and sometimes a doctor is taken.

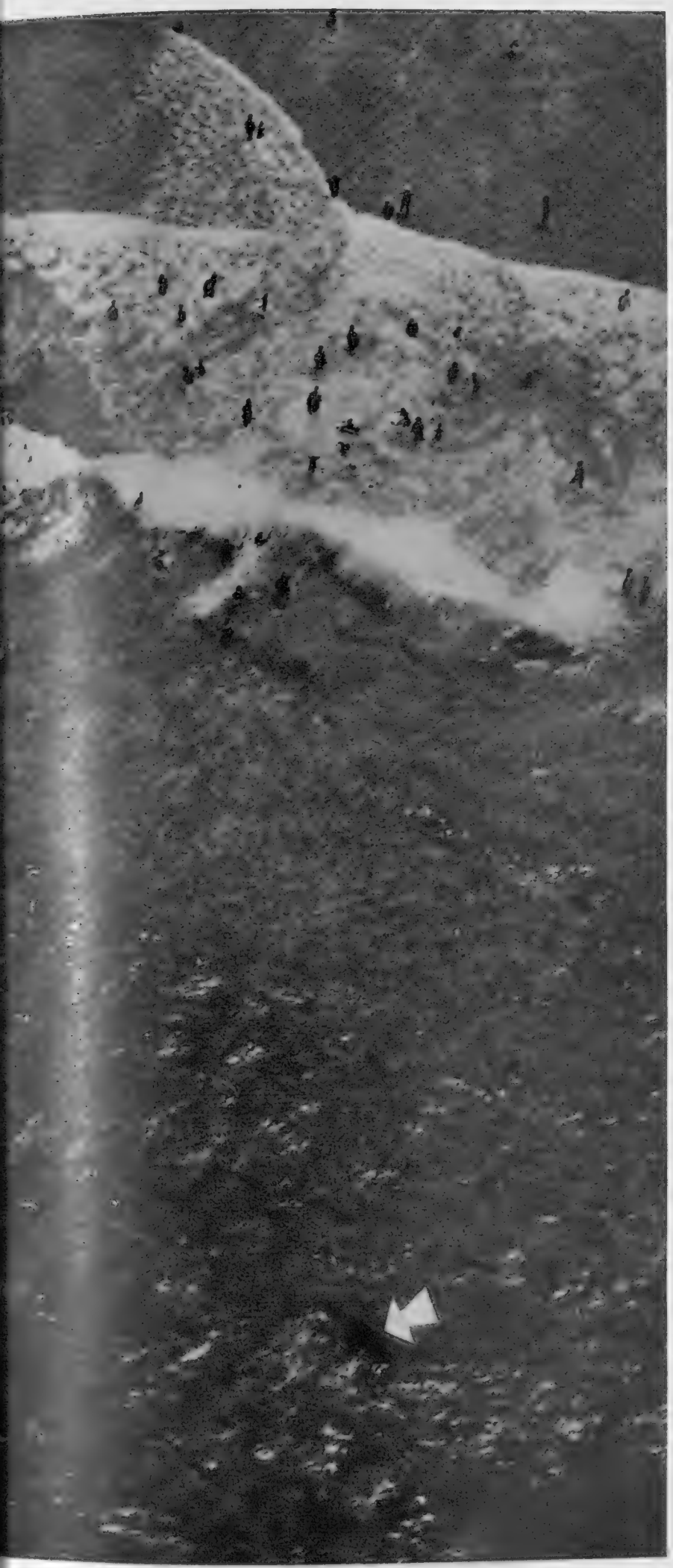
The longest flight last year was 1,500 miles north-east of Suva to Penrhyn Island with a cargo of medical supplies which were urgently needed. Penrhyn, New Zealand's most northerly island dependency, is situated just below the equator, Another long flight was of 1,200 miles to Tarawa to rendezvous with a ship carrying a European in need of urgent medical attention. At Tarawa, which is in the Gilbert and Ellice group, the R.N.Z.A.F. has an advance base which is manned from time to time for maritime reconnaissance flights in the forward areas.

The Tokelau Group, a New Zealand dependency some 900 miles from Fiji, saw Sunderlands on five mercy flights. On two of these the aircraft called at Western Samoa to collect a surgeon, who carried out emergency operations as soon as he reached the patient, with the aircraft then flying the patient back to hospital in Samoa. Three flights to the New Hebrides, two on searches for missing ships and one to collect a British sailor, seriously ill, from H.M.S. *Cook*, involved round flights of 1,600 miles on each occasion.

Perhaps the most hazardous of the mercy flights was to the New Zealand dependency of Niue, where only on rare occasions is the sea smooth enough for a Sunderland to touch down, as, unlike most Pacific islands, there is no protective reef. It was only the fourth landing ever made at Niue—the other three were also mercy flights.

Other flights were mainly to island groups far closer to the base, but each was an emergency, when but for the actions of the squadron a life, or lives, could have been lost. Few requests for mercy missions had to be declined because of an unsuitable alighting area, as the Sunderland is rarely handicapped in this way. The Royal New Zealand Air Force has now operated flying boats in the Pacific for twenty years and has landed the Sunderlands at most places suitable for sea planes. A fine record has been built up in the performance of these missions. That the islanders appreciate the presence of the Air Force is shown in the letters which the squadron receives after each flight. Although they may be written on scraps of paper and in bad English, the sincerity of the appreciation expressed by the writer can never be doubted.

WEALTH



Swimmers at Northcliffe Beach in Southern Queensland, Australia, leave the water after receiving a warning that a shark is approaching. After the picture was taken, the pilot of the plane roared down towards the shark and frightened it out to sea. The shadow of the shark can be seen near the bottom of the picture

MALAYA

The Malaysia Solidarity Consultative Committee meets in Sarawak

Dato Ong Yoke Lin, the Malayan Minister of Health and Social Welfare, led the Malayan delegation to the Malaysia Solidarity Consultative Committee Meeting held last month in Kuching, in Sarawak. Speaking at the Committee's opening session he urged the people of the Borneo Territories to " forge a united, independent and sovereign Malaysia." He congratulated those who attended the first meeting of this Committee at Jesselton in August for their solid achievement. Among other things, they agreed that the aims and objects of this Committee should be to collect and collate views and opinions concerning the creation of Malaysia, comprising Brunei, North Borneo, Sarawak, Singapore and the Federation of Malaya; to disseminate information on the question of Malaysia; to initiate and encourage discussions on Malaysia; and to foster activities that would promote the realisation of Malaysia.

Tremendous and widespread interest had been generated, said the Minister, and there was a greater understanding and appreciation among the peoples of this region of the urgent need to realise this union.

He also referred to the recent meeting in London between the Governments of Malaya and the United Kingdom. Both were convinced that the creation of the Federation of Malaysia was a desirable aim. At the London talks the Heads of Agreements recently negotiated between the Governments of the Federation of Malaya and Singapore of the merging of the State of Singapore with the Federation had been noted with satisfaction. It had also been agreed that a joint commission be set up to ascertain the views of the peoples of North Borneo and Sarawak and, in the light of their assessments, to make recommendations. The views of the Sultan of Brunei were also being sought.

The Minister told the meeting that the Joint Commission would soon be set up and would be arriving to ascertain the meeting's views. His delegation was there to listen to these views and to discuss any points they might wish to raise. The realisation of Malaysia could be a workable proposition only if the peoples of these territories desired wholeheartedly and freely to come into it.

" With faith and self-confidence, the sense of common loyalty and unity we must accept the challenge of the time," he added. He warned the delegates that the longer the formation of Malaysia was delayed the greater would be the threat of Communism in that area. He went on, " There have been invaluable lessons to be learnt in the fight against attempts by international Communism to capture and enslave small countries, especially those under colonial rule. The unfortunate attitude of giving ' too little and too late ' had caused untold and avoidable suffering and chaos in many former colonial territories."

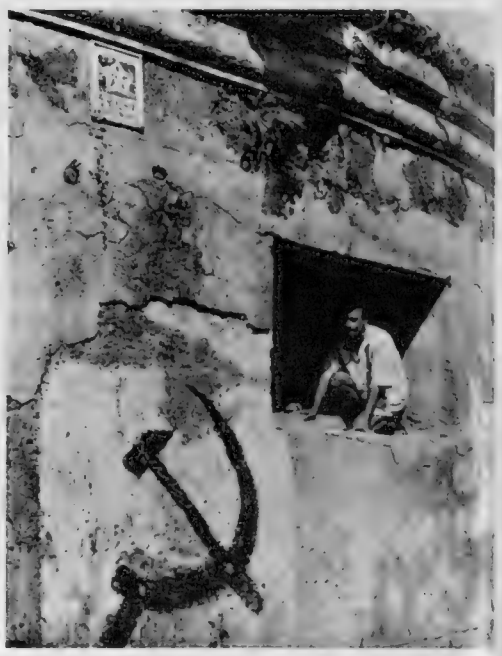
Colonialism was the best fertiliser for Communist imperialism, said Dato Ong, and the subject nations were the best nurseries for the expansion of this pernicious growth. On the other hand, in independent nations with freedom, democracy and justice, Communism would not be able to take root. He reminded the meeting that Malaya, after its independence, had been in a " better position " to face the Communist threats and had defeated their armed uprising in less than three years.

He explained the economic advantages which the Federation of Malaysia would ensure. A larger economic entity could always expect to produce goods more cheaply because of the larger home market, and large concerns would consequently be happier to invest where their returns were likely to be surer and better.

Some of the members of a group of twenty-eight Sarawak community leaders are shown a bud-grafted rubber sapling by the Manager (wearing shorts) of the Land Development scheme at Bilut Valley in Pahang, Malaya. The Sarawak group visited the scheme while attending a session of the Malaysia Solidarity Consultative Committee

INDONESIA AND NEW GUINEA

The roofs of buildings on Sumatra in Indonesia symbolise buffalo horns. These are the traditional symbols of the islands



The Communist sign painted on a wall in Java

A street in the cloth market in a Javanese town

Traditional dress is worn in this street of a town in Java

The Indonesian territorial claims to Netherlands New Guinea have focused attention to the islands lying between South-East Asia and the north coast of Australia. Indonesia consists of a group of islands, the largest of which are Sumatra; Java; the Indonesian part of Borneo and Celebes. There are several hundred smaller islands and islets, among the best known, perhaps, being Bali. The total population is put at 90,000,000. Before it became independent the country had been in the possession of the Dutch for 350 years and the islands were known as The Netherlands East Indies. In 1949 at a conference in The Hague the Dutch agreed to hand over sovereignty to a new Republic to be called the United States of Indonesia.

During the 1950's there were serious domestic disorders, at one time a rival government being set up in Celebes to that of President Sukarno in Jakarta. Two years ago the President took full political control and although there is a Consultative Assembly the effective authority rests with Dr. Sukarno. However the political parties hope there may be an election before long. The Communists especially carry on their propaganda with this end in view.

Indonesia is wealthy in minerals, the principal being petroleum, tin, coal and bauxite. Although industry is developing, around 70 per cent. of the population is still engaged in agriculture. Sugar is one of the exports, rubber another. The Javanese grow the staple diet of rice in large quantities.

The transfer of power at The Hague in 1949 specifically excluded Netherlands New Guinea. It was decided that its future status should be determined by negotiations between the Dutch and the Indonesians within one year. No such settlement has been reached to date. Western or Netherlands New Guinea—the

(Continued on page 112)

A buffalo with muffled hooves pulls an oil drum in Sumatra

A sugar factory constructed by the East Germans in Jogjakarta, in Java. It was completed during 1955

Left: A cottage in a Javanese village which was built on a co-operative basis. **Right:** Two officials in Jogjakarta combine old-style dress with modern enjoyments

Below: A view of Sorong harbour which at the extreme west of Dutch New Guinea would be a vulnerable point for an invasion from Indonesia

A helicopter takes-off from the port of Sorong in Dutch New Guinea

Houses on stilts on the shore of Dutch New Guinea and natives in their boats

INDONESIA AND NEW GUINEA

(*Continued from page 110*)

eastern part of the islands is Australian—includes numerous islands off the coast. The population is about 700,000 and there are hundreds of small isolated tribes, each with its own language. None of these is spoken by more than a few thousand people and with some of the dialects only a few hundred are familiar.

The mainland of New Guinea has some of the largest swamps in the world. These are often dominated by large ranges of mountains in which peaks rise to a height of 15,000 ft. Administration is in the hands of a Governor, assisted by a government council and a council for native development. Petroleum is found in one area and rich deposits of nickel and cobalt have been discovered.

Education is equi-racial in Dutch New Guinea. European and coloured children at play in a school

A group of houses near Sorong

Building a new road in New Guinea where the Dutch have greatly developed communications

BRIAN VESEY-FITZGERALD

APRONS AND AUNT ELLA

I became apron-conscious early in life. When I was a small boy, prep-school age, I would be invited annually, towards the end of the summer holidays, to stay a few days with the one wealthy member of the family; an aunt by marriage, who lived by herself in a very large and exceptionally well-staffed house. My parents must, I think, have had "expectations" for me. Needless to say, these came to nothing. But they were always eager for me to go, and I needed little persuading. I looked forward to these visits, because, when I left, I would be presented with a golden sovereign and a homily upon the virtues of thrift. One could always think about something else during the homily.

I cannot say that I remember my aunt very well. To be truthful, I did not know her at all. She was old and very dignified and a bit of a martinet. I realise now that she, in common with many ladies of her age and class, had modelled herself upon Queen Victoria (and a very good model too, when you come to think about it). Contact with her was limited to meal-times and a game of bezique just before bedtime. In those days children were not expected to speak unless spoken to, and then to answer briefly and respectfully. I doubt if I ever had a conversation with Aunt Ella.

But I do remember her appearance very well. She was always dressed in black, a long shiny black gown which reached to the ground, and always, within the house, she wore a little white lace cap. And she was enormously fat. This was not surprising: the cook and all the rest of the kitchen staff (there were quite a lot of them) had to pass the time somehow and they did so by producing a succession of gargantuan meals. I wish that I could remember details of those meals: all that I can remember is that at every meal there was on the table a large silver bowl with a great silver ladle, and this bowl was always filled with thick golden cream. My aunt liked cream. She had cream with her early morning tea, cream with the marmalade at breakfast and with the jam at tea, cream at luncheon and cream at dinner. She also liked port. I have never since those days been able to stomach cream. Fortunately, I was then too young to be allowed port.

But to return to aprons. Everyone in that great house, except my aunt, seemed to wear an apron at some time or another: the female servants all day long, the male servants, both indoor and outdoor, at some time during the day, according to what job they happened to be doing. The butler, a tall white-haired man named Prince, wore a green baize apron when he cleaned the silver, but a dark red apron of a smoother material when he cleaned the glass. The two aprons hung from hooks on his pantry door, and he never put on the wrong apron for the job. My acquaintance with butlers is very limited, and I do not know if modern butlers wear different coloured aprons for their different jobs. But I feel sure that in the "good old days" this must have been *de rigeur* among the best butlers.

Similarly, the footman who cleaned the boots wore a black apron for the purpose: the coachman wore a leather apron when he cleaned the carriage or was at work in the stables: the head gardener a leather apron, his two assistants aprons of baize or sackcloth. I remember the head gardener particularly well, for he would wear his apron so that it hung down his back. At that time I thought this funny and Mr. Hack a little soft in the head. Later, when I became a gardener-of-sorts, myself, I realised that he was not only an exceptionally good gardener, but also an exceptionally wise man: in a garden you do not need an apron as a protection against dirt, but as a protection against lumbago. Even the cowman wore an apron, a blue-and-white one like a butcher.

That was the era of the apron. Most tradesmen wore aprons then: the butcher a blue-and-white vertically striped apron, the fishmonger blue-and-white horizontally striped. Thatchers, saddlers, roadmen, all wore aprons. Why, I even remember a hairdresser in Shrewsbury who wore a red-white-and-blue apron like the red-white-and-blue pole outside his shop. The pole is still there, I think, but I feel sure that the decorative aprons will have been replaced by white coats or white overalls.

That has happened all over the country. It is unusual nowadays to find a butcher wearing the traditional apron: he is much more likely to be wearing a white cotton coat or a white apron. I have not seen a fishmonger wearing a horizontally striped apron for many years now, and two fishmongers with whom I have recently talked did not even know that they ever existed. Thatchers, carpenters, roadmen; none wear an apron now. The overall, a garment wholly lacking character, reigns supreme.

Yes, that was the era of the apron. That being so, it may seem strange that I should have been so impressed by the aprons in my aunt's house. But it should be made clear that this was in England. In England the apron was the correct wear for the servants of the upper and middle classes. I do not know that it was ever so, or at any rate to such an extent, elsewhere. Certainly, I was unaccustomed to it. In the Wales of my boyhood there was no middle class as such—one is now only just beginning to rise—and I did not know any of the few "uppers," a small and strangely isolated community.

Wales was, and I think still is, the least class-conscious part of the British Isles. We had servants in Wales—a cook, a maid, a gardener-cum-coachman—but they did not wear aprons, not as a uniform: they wore their ordinary clothes. The maid would put on a black dress and a short white apron to greet visitors, when they came for a meal. This was done as a mark of respect, not because she was a servant. In England, so it seemed to me as a small boy, the apron was the uniform of servitude. I do not think that I was wholly wrong.

Why should I be thinking about aprons now? Because, though servants have disappeared, though almost everywhere the overall has superseded the apron, the apron is experiencing a revival as household wear. I do not refer to the housewife's apron. That is now no more than an additional ornament: something pretty, floral designs and frills and all the rest, a garment designed not for protection but to enhance charms. There is no need for more. The husband now stands at the sink. I had forgotten all about my Aunt Ella until recently. But now I wear an apron—a thick, plain, serviceable garment—and stand at the sink. It is the post-prandial uniform of the modern husband.

Mr. Jack Lancaster at his home in Backbarrow, near Coniston, in North Lancashire, bends into shape and position the strips of oak wood used in the manufacture of a swill basket. The oak has been boiled to make it pliable. Mr. Lancaster has been making these baskets by traditional methods for thirty-five years. The containers are popular with many farmers

TRAVEL

HOLIDAYS IN EUROPE

The first of two articles on places to visit on the Continent

By **GORDON COOPER**

Where to go for your 1962 holiday is a topic that is surely being discussed in many British homes at the present time. It is a subject of which one never tires, for the annual break is of paramount importance. As in past years I offer some recommended suggestions covering the various European countries.

Norway. I like the tour organised by Wings (48, Park Road, N.W.1) which takes you by air to Stavanger, an interesting city, thence by coach and fjord steamer along the "Discovery Route" through magnificent mountain scenery to the Hardanger fjord, which offers more richly varied scenery than any other district of Norway. The fortnight's holiday (costing 62 guineas) concludes with a few days in Bergen, a good centre from which to make some pleasant excursions as well as being in itself an attractive city.

Sweden. Providing the summer climate is reasonably good, the seaside resorts on Sweden's west coast are pleasant and are easily reached from Gothenburg. To the north of this city there is Lysekil, a charming old-world fishing village-cum-resort. At the Lysekil Hotel there is a night club with dancing and roulette. South of Gothenburg, Tylösand, with its vast white sand beach and good hotel accommodation, would be my first choice. Cooks can book you for these resorts. Remember, however, that the Swedish summer season is short—normally from mid-June until mid-August.

Finland. The Finnish Tourist Association and the Finnish State Railways operate an hotel-train which, in my opinion, incorporates many of the loveliest spots in this land of lakes and forests. The seven-day itinerary embraces Lake Saimaa—the largest inland water system in Europe—the hill station of Koli, Tampere (an industrial city with a difference), and the medieval castle at Savonlinna. Visits are also made to some outstanding modern buildings. Though travel is mostly by train, with sleeping accommodation in two-berth compartments, lake steamer and car excursions are included. The all-in cost is about £26; return fare London-Helsinki (surface travel) from £40, and from £56 by air. Bookings through Charles Gee and Co. (48, Fenchurch Street, E.C.3.).

Sweden—Tylösand beach near Halmstad

Holland—An open air café on Rotterdam's Coolsingel

Iceland. Nature at its most rugged, a hospitable people and the paradox of hot springs and volcanic mountains close to the Arctic Circle provide ingredients for an unusual holiday. One seventeen-day air tour from Glasgow (twenty-three days by sea from Leith) covers most of the country: Reykjavik, the modern small capital; the mountain resort of Hredavatn, Akureyri and the wild Nyvatn lake in the north, and the majestic cliff scenery of the Westman Islands off the south coast. Travel within Iceland is by air or road, and the tour (costing £90) is arranged by Bennett's Travel Bureau (11, Grand Buildings, Trafalgar Square, W.C.2), who offer a wide range of other tours in Iceland.

Denmark. I suggest a week in Copenhagen, with its varied interests, including inexpensive entertainments after dark and a second week either at the old fishing village of Hornbaek (north of the capital) or on the idyllic island of Bornholm in the Baltic. This delightful spot is easily reached either by air or by comfortable overnight steamer from Copenhagen, and Gudhjem ("God's Home") is my favourite resort; it is where the renowned "Bornholmers" (smoked herrings) are cured. On this island, too, are some curious round churches.

Holland. I can imagine few more restful holidays than a week spent cruising through Holland on a well-found motor-ship. This method of travel eliminates all the discomforts and disadvantages of other methods of continental travel; no continual packing and unpacking of bags, changing of hotels, and rigid time-tables. Yacht Holidays (85, Buckingham Palace Road, S.W.1) offer a recommended tour, which flies you to Rotterdam and then allows for some interesting excursions during a leisurely trip. Costing 36 guineas, this cruise strikes me as being a travel bargain, especially as many extras (drinks and cigars) are most reasonably priced in this country of enchantment.

Belgium. This, surely, is the year in which to visit Bruges, that old-world town of unique and irresistible charm, with its winding streets and quiet canals bordered with buildings of beautiful architecture. Its nearness to Brussels and the Belgian coast resorts makes this old Flemish city an ideal centre for various exciting excursions. This is the year, too, when the Play of the Holy Blood (performed every five years) takes place in the medieval market square, which, with the soaring belfry as a background, forms an impressive stage. Without a doubt, this is the most impressive open-air play in Europe; performances take place on certain evenings in August, and arrangements for seats as well as for your stay in Bruges can be made through Galleon Holidays (Gillingham Street, S.W.1).

Luxembourg. I often feel that this enchanting little Duchy is the Cinderella of tourism. It is practically ignored by travel agents, yet the natural beauty of its forests, rivers and hills, and the fascination of its castles and towns, make it a delightful place to explore, perhaps just to wander on a walking tour along its well-marked paths—surely the best of all health restoratives. Luxembourg, the flower-filled capital, is a good starting-point, while Echternach and Vianden are two other holiday centres of charm. Self-drive car hire, too, is available, thus enabling you to probe into every corner of this lovely land, at leisure, within a few days. The Luxembourg National Tourist Office (167, Regent Street, W.1) can provide further information.

Germany. If you like champagne-air, then I can recommend Freudenstadt in the Black Forest. Situated 2,400 ft. above sea-level, it is a delightful centre from which to make excellent walks and excursions. Its main square is said to be the largest in Europe, and the Hotel Waldeck is a delightful place in which to lodge, both for its excellent food and a superb panoramic view.

Switzerland. Where does a travel writer go for a holiday? My answer is: either to stay at home or to go to some place with a minimum of excursion lures. Last year I chose Bad Ragaz, where, after visiting the remarkable Tamina Gorge, I lazed in the delectable Hotel Quellenhof. I had a room with a broad veranda with a restful view over the surrounding park, and I was utterly content.

Denmark—Illuminated buildings in the Tivoli Gardens at Copenhagen

Germany—A statue of Neptune in the Market Place at Freudenstadt in the Black Forest

NEW SERVICES

Lake Garda, which some regard as the most beautiful of the Italian Lakes, has been attracting more and more British holidaymakers in recent years, but one of the obstacles has been the difficulty in getting there when travelling independently. However, next summer it will be possible to go by a new daily air and road service via Venice which B.E.A. are introducing on May 20. Coaches will pick up passengers at Marco Polo Airport, and take them via Verona along the eastern shore of Lake Garda to Riva at the northern end of the lake. By leaving London Airport at 12.15 p.m. you can be in Riva del Garda at 7 p.m. The service ends on September 15.

An observation car will be added to the new Rheingold Express train which is to be put into service next summer. This, with a lounge car, will be welcome additional amenities to the air-conditioned express.

A new hotel will be opened in Malta at St. George's Bay, quite near Valletta, this spring. The Villa Rosa Beach Club, a project of Baileys, will eventually offer one of the most brilliantly conceived self-contained seaside resorts ever to be developed on the Mediterranean. The lavishly equipped beach club is already open. The hotel wing, which will be opened in the spring, will provide restaurant amenities of the first order. It will have its own private beach, floodlit tennis courts, under-water fishing facilities, transparent dinghies, and its own club cruiser for private excursions.

A very useful service for business men has been introduced by the London Midland and North Eastern Regions between Liverpool and Bradford. These new inter-city diesel trains will do the journey in under two hours, twenty-five minutes less than the time taken by steam trains.

Cruising on the River Shannon is now a practicable possibility. Irish River Floatels Limited are running fourteen-day cruises, the first seven days covering the upper Shannon, the second seven days the lower Shannon. Each vessel has sleeping accommodation for twelve people in comfortable cabins with hot and cold running water. You leave Dublin by road and join the cruise at Athlone, on Fridays during the summer, starting on April 25, with the last departure on September 14. The charge of £48 6s. for each person covers all meals, conveyance by motor coach from Dublin to Athlone and return, and sightseeing drives. Seven-day cruises on either the upper or lower Shannon can also be booked for £26 5s. per head. Bookings can be made through travel agents in this country.

W. D. C. C.

SCOTTISH SKI CENTRE

The Cairngorms chair-lift is opened. **Below:** The nursery slopes of Speyside

A caravan ski shop for hiring equipment, recently opened at Aviemore

This season is seeing a boom in winter sports in Scotland. The weather has certainly helped in this but an extra incentive to take a ski-ing holiday at home has been the erection of a chair-lift on Speyside in Inverness-shire. This was opened last month by Sir Francis Walker, the Inverness County Convener. Built at a cost of £36,000, it carries skiers almost to the top of the Cairngorm plateau. Opened at the same time was the £17,000 White Lady Shieling, situated at the base of the chair-lift. This hostel has been designed to withstand blizzards and can accommodate 200 people. Although officially opened, work on both the shieling and the chair-lift has not yet been completed. The lift can carry 500 people an hour in double-seated chairs to the 3,500-ft. shoulder of Cairngorm. It is accessible from the new road into Coire Cas, which was built in 1960. Scotland already has one chair-lift in Glencoe.

A view from the top of the Cairngorm as the chair-lift brings up another skier

Skiers queue for the new chair-lift. **Left:** The start of the long haul

BOOKS

FAR OFF PLACES

The dramatic story of Fanny and the Regent of Siam; a poet recalls Japan; fighting for France abroad; and this week's fiction

Thousands of people in this country as well as in the United States have had the opportunity of learning what happened in the lives of Anna and the King of Siam in the mid-nineteenth century, and of learning it, in most cases, to the accompaniment of delightful music. Anna Leonowens was a woman of spirit, and she vitally affected the life of the Court and, in a lesser degree, the country during her appointment as governess to the King's children. She had a son, a little boy of the same age as the King's heir or thereabouts, and this boy grew to manhood, hoping to marry his childhood playmate who was Fanny, daughter of the British Consul-General in Bangkok. When he returned to Siam, however, Fanny rejected him. She was being wooed by the all-powerful Regent of Siam, though she finally married another Siamese nobleman. FANNY AND THE REGENT OF SIAM (Collins. 30s.) is the story of the passionate and dangerous intrigues planned by this ruthless character; intrigues which only ended in the classic manner of the day with the despatch of a Royal Naval gunboat to Bangkok. Mr. R. J. Minney has told a dramatic tale with the most appropriate *bravura* and with a simplicity which is convincing in itself. The contemporary photographs, and others of places mentioned in the story and taken by the author, help even more to bring the events to life.

THESE HORNED ISLANDS (Collins. 35s.) is a travel book in prose, by a poet. That is to say, the reader will find no affectations, no *longueurs* and, over and over again, the exquisitely short, apt phrase to convey a scene, a sound or a sensation. Mr. James Kirkup, who seems to be the most reasonable as well as the most perceptive of traveller-writers, says that there is no one to whom he would wish to dedicate this book on Japan, "No one without whom it would not have been possible. It was because there was no one but myself that it *was* possible." Mr. Kirkup was invited to work for two years as English lecturer in a celebrated Japanese university. The book is, broadly speaking, a journal of the time he spent during those years, his impressions and the effect that the strange but to him perpetually fascinating way of life had on him. It is beautifully written.

From the life of the scholar and poet to the life of the man of action. Claude Barrès was the grandson of Maurice Barrès and born into a family in which each generation inherited and enjoyed a tradition of patriotism and chivalrous service to France. The young man was no exception. Having spent a few unwilling years in exile in New York, he returned as soon as he was seventeen to join the Free French Forces, be trained at an O.C.T.U. in England and be dropped by parachute in the Rhône Valley not long after D-Day. He fought in France, tried unsuccessfully to settle down to journalism after the war, fought again in Indo-China and from there volunteered for service in Korea. Later, as a paratrooper again, he fought in Algeria and was killed there in 1959. CLAUDE BARRES: A Hero in Revolt (Macmillan. 25s.) is a fine and sympathetic tribute to him and to his passionate will to fight for France. M. Pierre Lyautey, who knew him and who quotes frequently from the young man's letters, writes of Claude Barrès' "intransigent sincerity," and that is the feeling which one gets most strongly from his book.

SHIRLEY MACLAINE is hardly recognisable as the geisha girl she plays in the new Paramount film *My Geisha*, which was made on location in Japan. It has its world première on Thursday, January 18, at the Plaza, London

In UNDER THREE CROWNS (Norman Adlard. 18s.), Mr. A. J. Forrest has written about his well-loved country of East Anglia from the vantage point of West Suffolk and with a lifetime of experience and acute observation of local ways, architecture, history and speech to aid him. Among the scores of subjects on which he has communicated his knowledge and his lively interest are lobster-fishing, flint-knapping, wood-carving, river fords, carr-stone quarrying and building, reputed burial places of Queen Boadicea and the mystery of the three crowns in the "accepted but unauthorised" arms of East Anglia. It is a treasure-chest of a volume and imbued with the author's personal and enthusiastic concern for the past and present of his chosen part of England.

Considering that this is far from a peak period in the publishing world, there is a very respectable number of new novels to consider, among them Miss Jean Edmiston's astringent and timely tale, THE SHAKE-UP (Macdonald. 15s.), which deals with executives and other Top People in a large production firm. The business in question is a chemical works situated in a small town and, to all intents and purposes, dominating both its economic and social life. A new director of the Efficiency Unit is to be appointed and,

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MEN WITH POWER

Studies of Mussolini and Atatürk

Reading about dictators has, I find, a gloomy fascination. All that energy and confidence only brings horror and devastation to their people. Their attempts to assuage their loneliness with power only ends in a lonely death—Mussolini shot against a stone wall and hung upside-down like a carcase of beef, or Atatürk, the terrible genius who created modern Turkey, dying hideously ill at the age of fifty-seven. Ask most English people the name of an Italian politician and ten to one they answer Mussolini. Similarly, ask an Italian who made the trains run on time and the answer is still Mussolini. Thus it is odd that in the sixteen years since his death, the inventor of Fascism was almost totally neglected by writers in the English-speaking world. Christopher Hibbert's BENITO MUSSOLINI (Longmans. 25s.) goes quite a way in repairing this omission. The author has the virtues of orderly presentation of his sources and concise selection of detail which makes for a smooth, continually interesting narrative. He concentrates on Mussolini's decline and fall in his last five years, but not before sketching an illuminating portrait of the young revolutionary, gifted journalist and orator, who had an almost ungovernable temper, vast self-conceit and great physical courage. His rise to power foreshadows Hitler's, in a country whose people wanted stability and pride in themselves at almost any price. Mussolini's life had its moments of grim farce but, tragically, he was not the buffoon of popular imagination.

By contrast with the disasters Mussolini left behind, Mustafa Kemal, equally unlikeable, succeeded in turning Turkey, the sick man of Europe, into a lively young State. ATATURK (Michael Joseph. 30s.), by Irfan and Margarete Orga, is a closely figured, fair and eminently readable account of Atatürk's rise by means of his military abilities and then through his revolutionary flair. He first staked his claim to attention as the victor at Dardanelles, where his disregard for the lives of his soldiers and the ineptitude of the British commanders gave a victory against long odds. The authors present a credible portrait of an extremely unlikeable genius. His inferiority complex drove him relentlessly onwards; his intransigence and brutal rudeness alienated nearly everyone he met; his private life (like Mussolini's) was a sorry, seedy, sordid mess, and his uncompromising belief in his own destiny turned him into Turkey's most revered hero and swept away the religious fetishes and decaying obsolescence of the Ottoman Sultans. Pertinently, the book also details the long career of Ismet Inönü, now Prime Minister of Turkey again and a long-time colleague of Atatürk.

Perhaps the most disheartening thing about books of this kind is that they present the forces of decency and democracy struggling desperately even to exist. For many years, few voices were raised in Italy against Mussolini. And since the end of the Second World War, Western democracy has been fighting a holding campaign against Communism. Sherman Adams' memoirs of his career as assistant to President Eisenhower and his account of Eisenhower's terms of office, before the author resigned in 1958, shows the U.S. in the 1950s becoming more and more committed to an international policy. FIRST-HAND REPORT (Hutchinson. 45s.) is by its nature an uncritical apologia for Eisenhower. Like most books by political figures, it has the aggravating air of the man who knows but isn't going to tell, but it is readable in the manner of public relations copy and is rather more interesting. General Eisenhower emerges as a military leader and non-political President whose virtues aggravated his failures. Because he resolutely refused to indulge in politics, in the management of everyday Government, his first term was smirched with McCarthyism. But because he was a staunch middle-of-the-road statesman, temperamentally optimistic and trained to have an international outlook, he stubbornly resisted Right-wing Republican attempts to go back to some form of isolationism.

In THE HIDDEN BOY (Cassell. 18s.), R. H. Ward describes the work of C. A. Joyce who, until last year, was headmaster of an approved school in Wiltshire. The book is presented in the form of a dialogue between headmaster and author. Despite its occasional lapses into a false heartiness, it contains much that is pertinent to the complex problems of juvenile delinquency.

Jolyon Wimhurst

naturally enough, the well-established second-in-command backs himself for the post when he finds to his chagrin (and his wife's exasperation) that an outsider, in local terms, has been made his equal in authority. That she is a well-dressed and attractive woman is no particular comfort, and from the day of her appearance the " shake-up " becomes an uncomfortable reality. Often amusing and always clear-sighted, this is a crisp and credible study of the *genus* Status Seeker.

Africa is the setting of the next two novels. A PLACE LIKE HOME (Hodder and Stoughton. 15s.), by Mr. Thomas Hinde, is about a businessman in Nairobi who is violently jogged out of the ruts of his routine when he rescues a pretty girl from a car accident, has a passionate affair with her and, step by step, involves himself in serious trouble, violence and, finally, disaster. There is sincerity here and a simple style not lacking in subtlety. Mr. Robert Holles' THE SIEGE OF BATTERSEA (Michael Joseph. 15s.) is a short and most effective novel, dealing with a battalion of English soldiers stationed in West Africa near the town of Batasi—and inevitably supplying their own version of its name. Briefly, Mr. Holles has told the story of the ruin of a professional soldier and he has told it concisely and yet compassionately.

The talent of Mr. Rudolf Nassauer is a positive one, as he showed in his first novel, *The Hooligan*, and displays it again with his second, THE CUCKOO (Peter Owen. 16s.), a chronicle of the decay of a marriage. He writes with a compulsive, almost an obsessive intensity which scarcely makes for comfortable reading but certainly makes his books memorable. The same quality of intensity, in a different context, is evident in Mr. Robert Goulet's THE VIOLENT SEASON (W. H. Allen. 18s.), which is an explosive attack on the kind of small French-Canadian community which he has known himself, though surely not in the circumstances described here. Violent, indeed, and often repellent.

THE NIGHT THE AMERICANS CAME (Macdonald. 13s. 6d.) is a first novel by Mr. John Baxter Black. It is also a war story if one is to categorise it exactly, but more in the setting and the circumstances of a meeting between a French couple and a young American soldier than in anything directly martial. Tenderly written and a bright promise for Mr. Black's future work.

Vernon Fane

Rosalind (Vanessa Redgrave) takes part in the final happy dance of Shakespeare's comedy

Audrey (Patsi Byrne); Touchstone (Patrick Wymark); and William (Richard Barr)

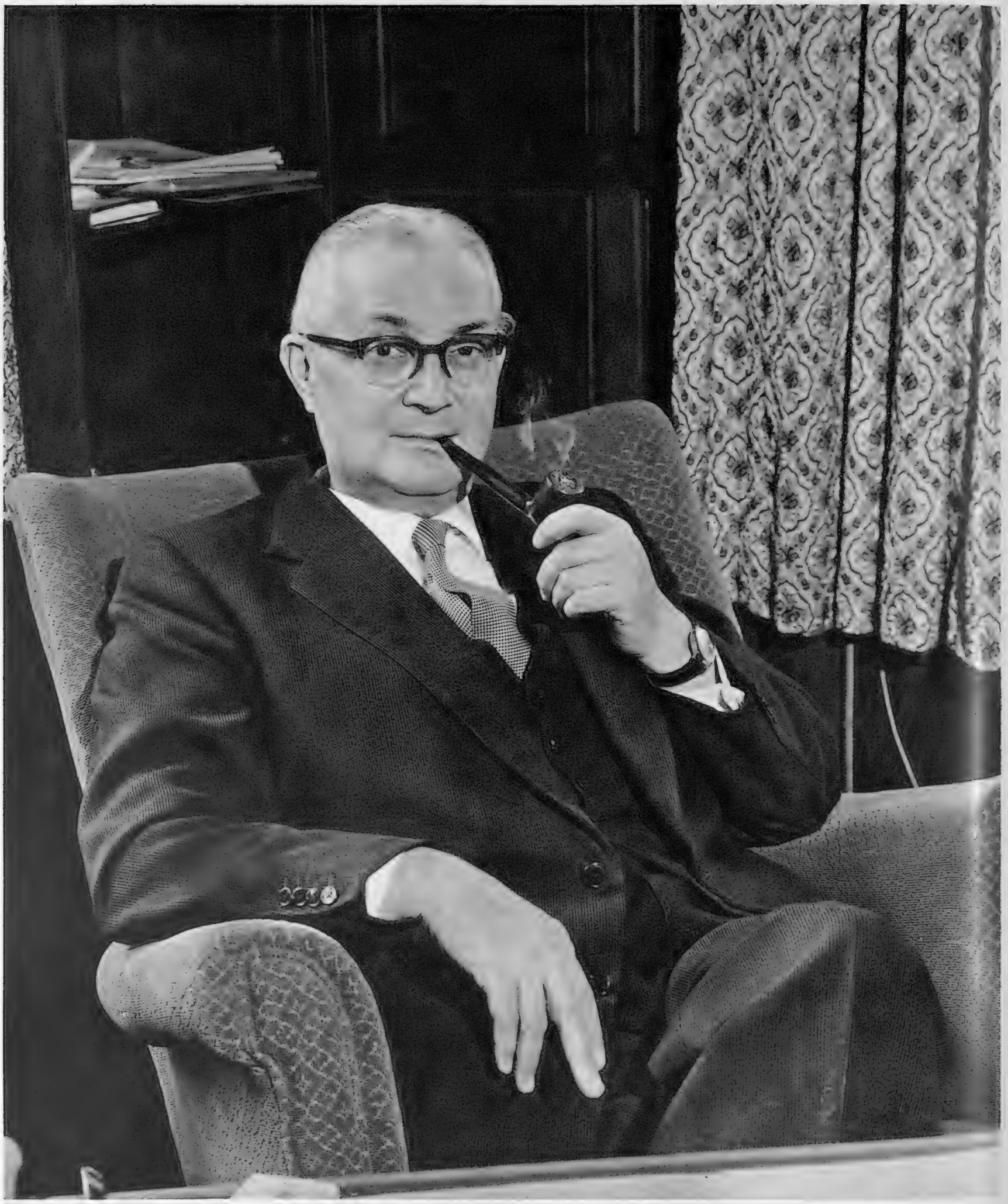
AS YOU LIKE IT

at the Adelphi Theatre

Last season's Stratford production of *As You Like It*, in which Vanessa Redgrave gave a much praised performance as Rosalind, joined the Royal Shakespeare Theatre Company's repertoire in London last week. It will alternate for the next three months with *The Cherry Orchard*. As they did at Stratford, Ian Bannen plays Orlando and Max Adrian Jaques. Important cast changes include Patrick Wymark as Touchstone and Paul Hardwick as the Banished Duke. The production, by Michael Elliott, has been warmly welcomed by London audiences.

Orlando (Ian Bannen) and Rosalind

The Banished Duke (Paul Hardwick) and Jaques (Max Adrian)



LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Charles Westlake

As chairman of Metal Industries Limited, Sir Charles Westlake is head of an industrial group which has more than thirty subsidiaries and 12,000 employees. He became a director of the company in 1955, and chairman in the following year, after a highly distinguished career in public service in the electricity supply industry. Charles Redvers Westlake was born in Hampshire in 1900. He took up his first important post while he was still under thirty, as Dumfriesshire's first electrical engineer. He was then appointed chief engineer and manager of the newly constituted Electricity Board of Northern Ireland where he remained until, in 1936, he moved to London as general manager and engineer of the Finchley Corporation Electricity Undertaking. During the war, Sir Charles was a major in the Home Guard. In 1943, he became a lieut.-colonel on the D-Day Planning Staff and held the office of Chief Fuel and Power Officer, North-West Europe. On the return of peace, he was appointed by the Government to lead a mission to East Africa to report on electricity supply problems in Kenya, Uganda and Tanganyika. In 1948, he became the first chairman of the Uganda Electricity Board and held other important posts in the Protectorate. Sir Charles was knighted by the Queen when she visited Uganda to open the Owen Falls Dam and Power Station in 1954. In the next year, he returned to England. He is a former member of the Council of the Institution of Electrical Engineers. Married, with two daughters, Sir Charles lives at Frinton-on-Sea, where he is President of the United Association of Liberals and Conservatives. His recreation is walking

THE PRICE OF STEEL

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Steel is the last private industry in Britain subject to statutory price control. Not even the nationalised industries are now formally controlled in this respect, though in practice the Government does vet their price changes in advance under "gentlemen's agreements." At the time, several years ago, when price controls in other private industries were being discarded in the "dash for freedom," steel was only achieving its freedom of ownership, after the short interlude of nationalisation. Even a Conservative Government felt it still needed some supervision. So this industry had placed over it a State-appointed Iron and Steel Board, to ensure the efficient supply of steel under "competitive conditions."

The Government, moreover, handed over to this board the power to set prices for the industry. Ever since then British steel prices have been officially set by this central body. For quite a number of years, though they sometimes argued about details, the steel companies seem to have been satisfied with the general level of prices; financially, they did well. But in the financial year to September 1961, the steel companies did very badly, compared with the rest of British business. Rightly or wrongly, they are inclined to blame the Iron and Steel Board for it.

The simplest reason why steel companies did rather badly last year is that they sold less steel. In 1960-61 they sold about 16,800,000 tons of steel products against 18,600,000 tons the year before. This was not entirely because their customers used less steel. Consumption of steel in British industries was much the same at the year before—perhaps 500,000 tons less. But what happened at the same time was a big swing round in stocks. Consumers actually used about 500,000 tons less steel; but they ran down their stocks, during 1961, by more than 600,000 tons, after building these stocks up by nearly 1,500,000 tons the year before. As a result, demand upon the mills altered by close on 3,500,000 tons of crude steel. That means a big shift in steel production.

This rather sharp contraction in demand occurred during a period when the industry's capacity to produce steel was going up quite rapidly. In 1960, from a capacity of just over 26,000,000 tons of crude steel, the steelmakers produced about 25,600,000 tons. In 1961, when their capacity had risen to about 27,000,000 tons, they produced only 23,200,000 tons. Taking actual output as a proportion of capacity, they swung from about 95 per cent. operations to about 85 per cent. This is an industry where capital charges—the cost of interest upon the fixed plant that you are using—is fairly high. It behoves you to get as much steel as you can out of every unit of capacity—or in financial terms as much revenue from steel sales from every pound's worth of capital involved in your plant. Labour costs are not very important in steel. Raw material costs are much more important; so are fuel costs. But the interest on the cost of the plant that you own, which has to be paid whether that plant is doing anything or nothing, is quite a sizeable element in your costs.

The price of steel has been set in Britain over the last few years according to a reasonable but rather complex formula. The actual price of the raw materials and fuel has been taken into account. So has the amount that each plant would need to set aside to take care of depreciation—the wear and tear on the equipment that they own. And this depreciation has been provided for in fixing prices at "replacement cost." This is a complication that arose out of the inflation of prices during the war and post-war years. You might be using a mill, let us say, that cost you as much as £10,000,000 to put in just before the war. That was a lot of money then. Even so, it would cost you between £30,000,000 and £40,000,000 to replace it now. In setting aside money from revenue in your accounts to cover the wearing out of that plant, ought you to set aside some given proportion of £10,000,000—or some proportion of £40,000,000? This is a source of endless argument among accountants. The fact remains that if you set aside out of the revenue that any piece of plant earns only enough money to cover the costs of what it was when it was bought say twenty years ago, you will have much less than you need to replace it when the time comes. The Iron and Steel Board recognised this; in the prices that it set, it allowed for depreciation provisions at the price that it would cost now, not what a piece of plant may have cost when it was originally bought.

The board also allows for interest on the capital employed in any business at today's prices, not the actual figures that may stand in the books, which would be a mixture of values based upon the prices in each year that equipment happened to have been acquired. But in setting its prices—*i.e.* covering costs, and allowing a margin of profit above them—it allows for the use of the steel industry's plant at a fairly high rate. It reckons that the industry will have produced 90 per cent. of the steel that it possibly could, as an average; and that being so, it allows a margin of 9 per cent. profit. For most of the years up to about 1959, the steel industry was, in fact, producing at a higher rate than this—often 95 to 100 per cent. of its estimated capacity, and sometimes more, since capacity tends to be under-estimated. In those circumstances the steel companies did very well, getting more than the level of profit the board had allowed for. During much of the time it was possible to get higher prices for exports of steel than one could get at home; that gave the steelmakers another extra margin of profit on some of the steel that they sold.

But when you begin to sell only about 75 to 80 per cent. of the steel that theoretically you could produce, a formula based on 90 per cent. capacity operations affords you much less profit than the standard rate set by the board. This is what has been happening recently. Moreover, the board has recently introduced a new element into its pricing. It has not been offering the prices that would be justified according to the average costs of the industry. It has done elaborate calculations to decide what costs would be reasonable for a new and efficient plant built today—nothing revolutionary, but as good as a wholly up-to-date plant nowadays ought to be. This, once again, put a certain amount of pressure upon the profits that such prices will afford to the many actual steel plants that for regrettable but entirely human reasons are not all that a perfectly modern steel plant ought to be.

Ordinary people—the kind of people who buy a lot of things made out of steel—don't ordinarily have to bother their minds with the price of an industrial material like this. But oddly enough, the issues of price fixing for such a material come back to quite simple matters of judgment, without vast complications of detail. These questions are often the hardest to answer.

If you set a formula that should guarantee a producer reasonable profits at one level of operations, ought you to give him a higher price when his level of operations falls below this? Should the formula, that is to say, work both ways? He does better, in terms of profits, when he is operating at nearer 100 per cent. of capacity than you reckoned; should he be protected against doing worse when he is not managing to keep himself as busy as you expect? It is certainly true that British steelmakers have not been entitled to bid up the price of steel when it became scarce, as it has once or twice since the war. Ought they to be protected, *per contra*, when it moves into surplus?

These are, irritatingly for an economist to admit, almost moral questions rather than economic. There may seem to be considerable nonsense built into the complaints of an industry that wails because it cannot sell enough steel at the prices it is charging and feels that therefore it ought to be allowed to charge more. And it is worth noting that this industry has never been anxious to have steel prices freely determined in competition—particularly if foreign competition were allowed. On the other hand, when an industry is not allowed to take advantage of the roundabouts, ought it to have to suffer all the vicissitudes of the swings? These are questions that economists are no better equipped to answer than ordinary people. But they are the kind of questions that may occur all the time in planning; and it is no accident that the most expert member of the Iron and Steel Board, Sir Robert Shone, has recently been selected to head the Government's new general planning team.

The SRN 2—the 27-ton, 66-passenger Hovercraft—leaves the concrete hard to start her first trip over water at East Cowes, Isle of Wight, where she was made by the Saunders-Roe division of Westland Aircraft. The SRN-2 is designed to carry 66 passengers at 70 m.p.h. and is powered by four Blackburn Nimbus gas turbines

The first de Havilland Trident jet airliner lifts off the runway at the company's airfield at Hatfield to start its maiden flight. **Below:** After the flight, Mr. John Cunningham (right), de Havilland's chief test pilot, poses with his deputy chief test pilot, Mr. Peter Bugge, in front of the Trident's tail assembly

The maiden flight of the Trident last week was an extremely significant event for the British aircraft industry, in particular for its makers, de Havillands, and for BEA. First deliveries to the airline are due by the end of next year and in 1964 the Trident should become a familiar sight to air travellers all over Europe. The significance of the Trident is basically that it is the first of Britain's "second generation" of jet airliners to fly. As such, it embodies innumerable flying hours of experience with jet airliners and developments which will mean quicker, smoother and quieter flights for passengers and cheaper operating costs for BEA. The airliner will carry up to 100 passengers on short to medium trunk routes, from 350 miles to 1,700 miles, at speeds up to 600 m.p.h. It is specifically designed to operate from comparatively small airfields, with runways as short as 6,000 ft.

Clearly the most obvious innovation about the Trident is the grouping of its three Rolls-Royce Spey Mk. 505 by-pass turbojets at the rear. Two are cantilevered from the rear of the fuselage and the third is faired into the tail structure. It is the first British jet airliner to adopt rear-mounted engines. (De Havillands toyed with the idea during design studies for the Comet. The first large airliner with the configuration was, however, the French Caravelle.) In the future most jet airliners will have their engines at the rear. The British challengers for jet supremacy in the middle '60's—the Trident, the Vickers VC-10 and Super VC-10, and the BAC 111—all do, so does the Trident's U.S. rival, the Boeing 727, which is remarkably similar in design, is designed to fly longer stage lengths, and is about six months behind. Another feature of the Trident is that it was designed from the first with extremely advanced automatic landing systems in mind. Its flight control system, eventually to include automatic landing, is being developed by Smiths Aviation Division, with Kelvin Hughes and Sperry. This one day will mean that the airliner will be able to land in conditions which now necessitate cancellation of services. In all, the Trident looks like being a winner. As a BEA spokesman said after its first flight—"It has a big edge on any comparable airliner in sight and Britain can be proud of it."

THE TRIDENT FLIES

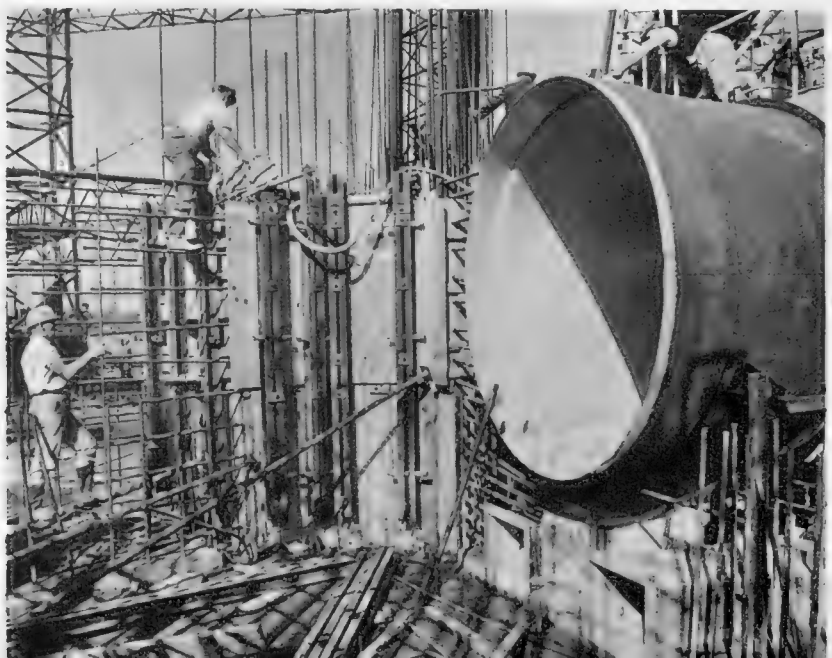
Onlookers at Hatfield watch the airliner come in to land after its maiden flight. **Below:** In the air, the Trident, with its three jets at the rear, has a clean and satisfying shape

A view of the No. 1 reactor building at Sizewell, in Suffolk. On the left can be seen the skeleton of the No. 2 reactor building

PROGRESS AT SIZEWELL

Work is ahead of schedule at the 580-MW. nuclear power station which is being built for the Central Electricity Generating Board by the English Electric, Babcock & Wilcox, Taylor Woodrow atomic power group at Sizewell, in Suffolk. Among the plant assembled at the site is a 200-ton free-travelling Peine tower crane, which has a capacity of 10 tons. It was one of two made to Taylor Woodrow's special requirements in Germany. The 250-ft.-high, 400-ton-capacity Goliath crane made by Babcocks arrived at Sizewell last autumn, after having been used in the erection of the 500-MW. power station at Hinkley Point, in Somerset, which the Group are also building for the Board. Work began on the site last April, and the station will be supplying power to the national grid in 1965. The two reactors are already well advanced. The seventh station to be ordered in the United Kingdom, it will bring the total power of Britain's nuclear stations to 3,000,000 kW. This amount represents some 10 per cent. of the present generating capacity of the country.

Workmen prepare to concrete in a gas duct for the No. 2 reactor



The north tunnel shaft of two 10-ft.-diameter tunnels which will provide cooling water intake for the condensers. The tunnels will extend 1,800 ft. under the sea

INDUSTRY AND THE STOCK MARKET

SHARES IN SHOES

By "THE SPHERE" CITY CORRESPONDENT

Mr. Charles Clore's £50,000,000 merger of his British Shoe Corporation with the Saxone Lilley and Skinner group has made a marked impact on the City. By any standards, this is a large transaction, which will cover nearly half Britain's shoe industry and will sell through about 2,000 shops. Mr. Clore's interests already include Freeman Hardy and Willis, Manfield and Dolcis, to which will now be added nearly 500 shops along with repair factories owned by Saxone Lilley.

Major benefits from this merger will come in distribution, where economies should be possible. It is believed in the City that distribution savings have played a large part in the financial success of Mr. Clore's other shoe acquisitions over the past ten years. Secondly, this merger should open useful opportunities for exports, and particularly to the Common Market countries. British Shoe Corporation, the merger company in which investors will now be able to buy shares for the first time, will sell throughout Great Britain.

How will this merger affect other companies in the shoe industry? First, it must tend to make more mergers likely. After all, Mr. Clore's British Shoe group is the product of three large mergers—Sears, followed by Manfield and Dolcis—while Saxone joined forces with Lilley and Skinner as recently as 1957. The major question is whether further mergers will be achieved by Mr. Clore or whether some of the smaller units in the industry will now consider joining forces. Possible mergers aside, the British Shoe-Saxone deal illustrates Mr. Clore's confidence in growth prospects of the shoe industry. A large part of the profits earned by Sears Holdings, his master industrial group, will now come from shoes, and this proportion may increase over the years ahead.

Outside the British Shoe-Saxone merger concern, the independent shoe companies fall into two sections. First are the remaining companies which have national or wide regional coverage. These include Lotus, William Timpson, Norvic, and Barratt. Second are the groups, generally rather smaller, with more specifically regional connections. The Oliver group, for example, is based on Leicester, while Stylo, based on Leeds, also trades in London. Shops outside the new merger group, plus the co-operatives and other stores and individual retailers, will handle about £150,000,000 of sales a year.

Lotus is one of the best-known independents, a £3,000,000 concern whose profits virtually doubled to £450,000 gross in the three years 1958-60. The group has benefited from the disposal of non-shoe interests, apart from shop fitting. But it is also believed in the City that Lotus may have to raise new permanent capital in the not-too-distant future. One other large shoe chain, owning 250 shops and 150 repair factories, is William Timpson—which has featured in several take-over suggestions over recent years. Timpson is a £5,000,000 concern whose profits, after declining in 1955-57, have risen strongly in recent years.

Most of Britain's shoe manufacturers and retailers keep to the home market, like other retailers. One notable exception is Norvic Shoe, which has associates in South Africa and New Zealand, and recently bought two shops in West Germany to obtain first-hand information on trading conditions inside the Common Market. Norvic, now a £6,000,000 concern, reported a profit setback in 1957-58, but since then the dividend has been increased to its present 15 per cent. level and earnings have recovered.

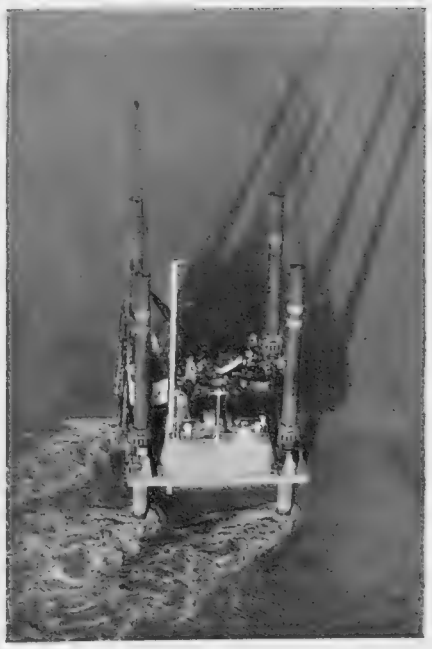
Some footwear companies found Mr. Clore's bid for Saxone a regrettable move for the industry. Others made it clear that they were not interested in merger plans. One of these latter was W. Barratt, the Northampton firm with more than 150 branches. Rather smaller than Norvic or Timpson—their assets total around £3,000,000—Barratt has reported fluctuating profits in recent years. Shareholders' dividend has been held at its current level of 10 per cent. for over five years.

Alongside these big national groups in the shoe industry operate the smaller regional companies, whose profit growth can stand comparison with larger companies. One regional concern is George Oliver (Footwear) operating through rather more than 110 branches, centred on Wales and the south and west of England. Complementary to Oliver Footwear is Stylo Shoes. This company sells mainly in the north and in London. Like Oliver, its assets are just over £1,000,000 and its recent profit growth has been impressive.

For investors, all these various shoe companies give above-average dividend yields, while recent take-over hopes have helped to push up share prices. It is a well-established rule in the City that one should never buy shares only on take-over prospects, and this is especially true of the shoe industry. In many cases there are large family holdings, which means that any take-over must depend on their support. The best case for buying shoe shares is that Mr. Clore's move illustrates expansion possibilities in the industry, in which smaller groups should also benefit. On recent performance, William Timpson appears a useful purchase, with Stylo attractive among the smaller independent groups. Mr. Clore's own British Shoe Corporation shares, in which dealings should start soon, will appeal to investors concerned with capital gain rather than current income.

An aerial view of the staging for the east main tower pier of the Severn Bridge

FOUNDATIONS FOR THE SEVERN BRIDGE



The mobile drilling platform

The photographs show work in progress on the new Severn bridge, near Bristol. The temporary staging for the west main tower pier has been completed, and that for the east main tower pier is in course of erection. The staging sections are prefabricated on the shore and towed to the mobile drilling platform "Hubinsel 4" from which a derrick drops them on to preformed foundations in the bed of the river. John Howard and Company Ltd. are the contractors for the substructure and foundations. The bridge will have a main span of 3,240 ft., with two side spans of 1,000 ft. each. It will be only 60 ft. shorter than the Forth Road Bridge, and will be the second largest suspension bridge to be constructed in Western Europe.

MOTORING

THE FUTURE OF ROLLS

Possible technical collaboration with B.M.C.; criticisms of British seaports; more about the new Vauxhall Victor

By **COURTENAY EDWARDS**

The possibility of technical collaboration between the British Motor Corporation and Rolls-Royce has been hailed with delight by all those Britons who have been worrying about the prospects of the firm which builds " the best car in the world."

The Government, with appalling lack of imagination, has made things more and more difficult for Britain's dwindling list of specialist car firms. Purchase tax at 50 per cent. was bad enough in all conscience, especially for cars like Rolls-Royce and Bentley with a basic price of more than £4,000.

There were still many firms willing to pay close on £2,000 in purchase tax for the pleasure and prestige value of owning a Rolls. Even the irritating 10 per cent. purchase tax surcharge did not deter many firms who had decided to buy a Rolls. For, let's face it, the depreciation rate allowed on business cars for income-tax purposes was particularly useful for cars in the £6,000-plus price bracket.

This encouragement to invest in one of Britain's luxury, prestige-building cars was snatched rudely away by the Chancellor of the Exchequer when, last summer, he decreed that the depreciation rate could in future be calculated on a capital figure of only £2,000 or less. For the executives of Rolls-Royce this must have been in the nature of the last straw.

They had long been conscious of the fact that a number of British and Continental models, much lower in price than the Rolls and Bentley but offering first-class engineering, outstanding performance and a high degree of luxury, were eating into their traditional market. I refer to cars like the Jaguar, Aston Martin, Alvis, Rover, Vanden Plas Princess, Humber Super Snipe, and Mercedes-Benz.

It was obvious that Rolls-Royce policy needed an agonising reappraisal; that while there could never be any question of lowering the firm's high engineering standards, the desirability of a new range of smaller, lower-priced luxury saloons must be seriously considered. They would have to be cars more carefully tailored to the times in which we live and take realistic account of the congested roads and rising motoring costs.

It was also felt by some executives that Rolls-Royce needed, in its future planning, to be rather less conservative in its attitude to such design trends as disc brakes and self-levelling suspension.

I think the recent announcement of a get-together by B.M.C. and Rolls-Royce on the technical side should be viewed against this background. It seems clear to me that in the face of such pronounced and continuing discouragement by the Government, Rolls-Royce has been forced to revise its outlook.

Rolls-Royce is today primarily an aircraft firm, busy and prosperous. Its hard-headed directors would not be willing to let its relatively small automobile division go on building cars at a loss, even for reasons of sentiment.

So they have turned to a big car firm with whom they have had friendly dealings in the past in the hope that they can hammer out a technical " deal " which would help Rolls-Royce build a less expensive model while maintaining their high engineering standards.

If Rolls-Royce can benefit from B.M.C.'s know-how in the field of quantity production (and perhaps by its world-wide sales organisation), so has B.M.C. much to gain from collaboration with Rolls-Royce's brilliant technicians. There are exciting developments in prospect in the realm of transmissions and suspensions. B.M.C. already use, in its big 4-litre Vanden Plas Princess, the four-speed American Hydramatic automatic gear-box built by Rolls. Perhaps the day will come when Crewe will supply B.M.C. with more components of the kind which call for precision engineering.

Sweeping criticisms of the facilities for handling vehicles and accompanying passengers at some of Britain's major seaports are made by the A.A. and R.A.C. in a memorandum to the Rochdale Committee on Ports, published recently.

Here are a few examples: London Docks—" The facilities have, in many cases, remained unaltered throughout the years. The conditions leave much to be desired." Newhaven—" The existing arrangements are outdated and inadequate, although suitable car-carrying vessels and drive-on, drive-off facilities have been advocated for some time." Harwich—" The decision to hold back the development plans is regretted. Urgent reconstruction is needed, including the provision of an underpass to the quayside."

The motoring organisations praise the facilities at Southampton and Dover and describe the latter port as being well equipped, " though continuing demands for additional services emphasise the need for another vehicle ramp at the car terminal at the Eastern Docks."

The shortcomings of Britain's ports as far as car handling is concerned have been spotlighted at a time when the shipping companies are making a special effort to persuade motorists to take their cars to and from the Continent by the longer sea-routes.

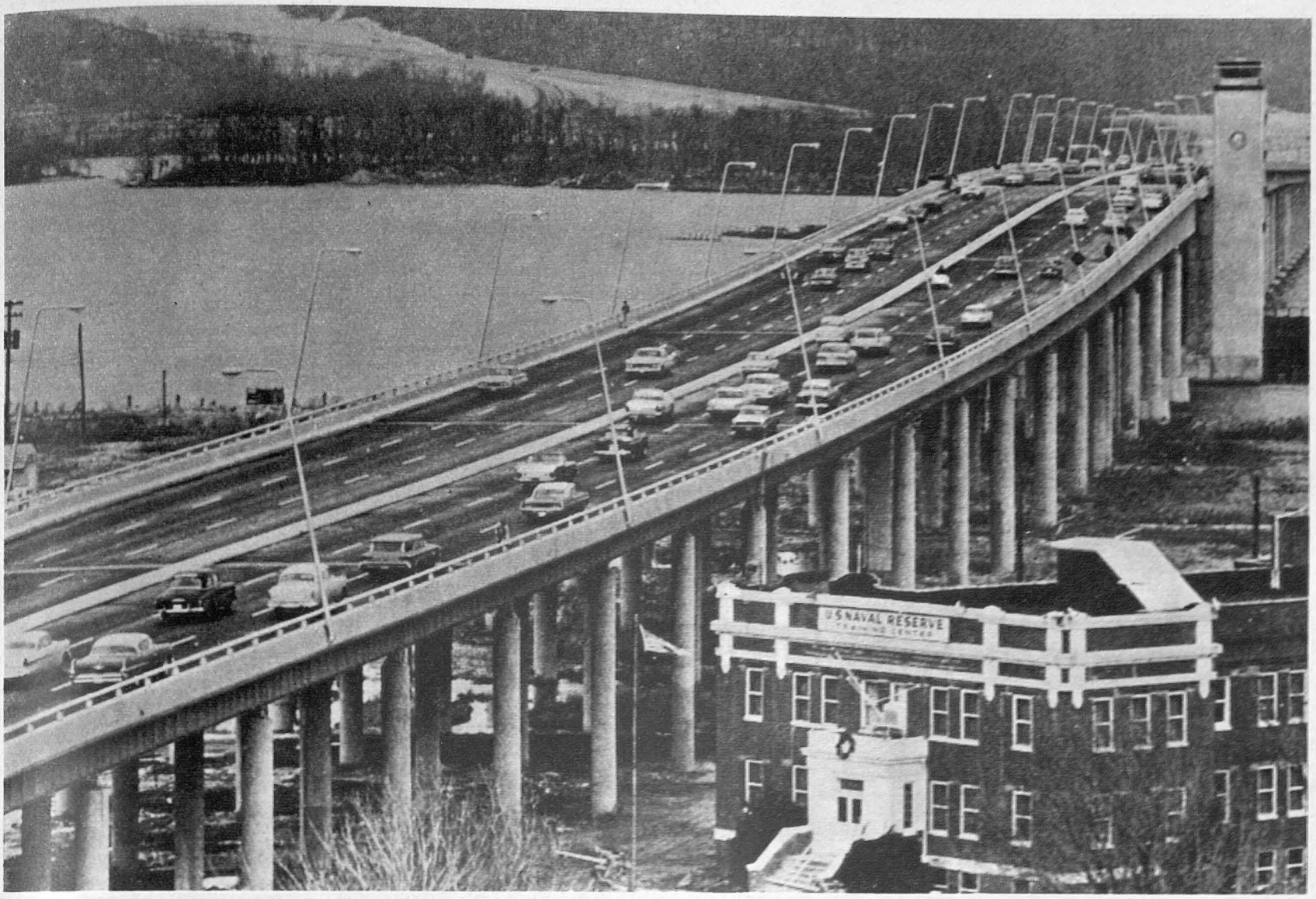
An organisation called Ocean Travel Development informs me, for instance, that I can take my car to Gibraltar by Union-Castle for £8 (£10 to Marseilles, Genoa or Naples) if it is accompanied by four adults, each of whom would have to pay between £18 and £36 in cabin-class fares to Gibraltar or between £28 and £53 to Genoa. If I were travelling alone with my car its transport to Gibraltar would cost £25.

You can, of course, drive down to Spain, the South of France or Italy and bring your car back to London by sea from Gibraltar, Marseilles, Genoa or Naples.

P. & O.-Orient operate an " amphibian " scheme from London to Naples and Marseilles. They arrange everything. If, for instance, you let them ship your car to Marseilles or Naples, and you choose to drive back across Italy and France as part of your holiday, P. & O.-Orient will fix your car ferry tickets from Le Touquet to Ferryfield or arrange a sea crossing from Antwerp or Rotterdam to Tilbury. To Naples it costs from £89 for car and one adult to £190 for the car and four adults. The corresponding fares to Marseilles are £81 and £160 respectively.

The new Vauxhall Victor has " neat, clean lines "

The new Vauxhall Victor has been impressively free from teething troubles. This is partly due to the fact that it is a development—mechanically—of the earlier model and that lessons learned with the old Victor have been incorporated in the new one. The latest car's trouble-free *début* can also be traced to the fact that the Luton firm laid down a pilot



Traffic flows over the new Woodrow Wilson Memorial Bridge, which links the Potomac River shores of Maryland and Virginia in the U.S.A.

Scenes at the fourth Camping and Outdoor Life Exhibition. This was held at Olympia, London, recently. **Left:** The Moteni, a two-berth trailer, which can be made ready in thirteen seconds. **Centre:** The Travelette, a four-berth folding trailer. **Right:** The Trotent, which can be fitted on the top of a car

production line and operated it on a scale never attempted before. By the time the factory switched over to the new model assembly methods were well-nigh perfect.

After road-testing the Victor recently I was not surprised to learn that sales of this car at the end of 1961 were 90 per cent. up on those during the early part of the year with the old model. It is a greatly improved car, and I predict that the demand for it will enable Vauxhall, this year, to wipe out the unhappy car-production memories of 1961, when output dropped to 90,549 from a 1960 figure of 140,661.

Price of the new Victor ranges from £745, tax included, for the standard saloon, to £862 for the shapely estate car and £984 for the VX 4/90 (the 90 m.p.h. luxury edition). Its over-square, 4-cylinder engine of 1,508 c.c. produces more power than in the old Victor and top speed is over 75 m.p.h., with a petrol mileage figure which varies between 25 and 35 to the gallon, according to how the car is driven.

Outstanding features are the car's neat, clean lines, with pleasant sculpture of the waist; the four-speed, all-synchromesh gear-box (optionally available for £17 10s. extra); greatly improved road-holding and handling qualities, thanks to the lower centre of gravity and wider track; ease of maintenance (there are only four greasing points, needing attention once a year, and you can now drive 3,000 miles between engine oil changes); increase in size of the petrol tank from 8 to 10 gallons; bigger windscreen, using the new Triplex zone-toughened glass and with more effective wiping; and the rear axle ratio has been revised to reduce the engine speed by 5 per cent. for a given road speed.

Briefly. . . .

France's Minister of the Interior is considering a proposal that all road vehicles should have three sets of rear lights: blue for use when the vehicle is moving, red for use when stationary and yellow for braking. . . . Britain's Transport Ministry is recruiting 180 more driving-test examiners to bring the total to 1,330 and help reduce the number of L-drivers queueing for tests (they totalled 245,000 at the last count). . . .

April and May will see the publication of two more Michelin's green tourist guides printed in English: Austria (15s.) and Normandy (12s. 6d.) respectively. Also scheduled for April is a new English edition of the green guide to the French Riviera (12s. 6d.). . . . Mercedes-Benz have been using the slip-stream of a U.S. Air Force Dakota for tests of the effect of strong side winds on their various models. Their deviation from a straight white line when they passed the tethered Dakota was measured with the aid of a jet of coloured liquid sprayed vertically from under the car as it was driven along. . . .

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GOOD LIVING

By Ganymede

The report of the Commissioners of Customs and Excise for the year ended March 31, 1961, shows a grand total of " wines retained for consumption " of 19,332,542 gallons. This is a considerable increase compared to the previous year, when the corresponding figure was 16,596,903 gallons. The increase, in fact, seems to be continuous since 1952-53, when the total was well under 10,000,000 gallons. This proves beyond a doubt that we, in this country, are drinking more and more wine, or, in other words, that more and more people are drinking wine. There is no reason for assuming that while our habits are changing in that direction, other countries are drinking less. Therefore, the total consumption in all countries is probably also increasing.

It is very doubtful if production can keep in step with this trend, and while some of the lesser-known wine-producing countries can boost their exports, to cater for the growing world market, it is quite obvious that there must be an increasing shortage of the better wines. The quantities of these cannot be inflated to meet the demand. This is particularly so in the case of France, where the stringent regulations governing the " appellations contrôlées " almost invariably control the permissible output. The scarcity is greatest, therefore, among the wines with great names, such as the classified growths of the Médoc, or the more famous vineyards of Burgundy.

Because of the great demand for these wines in Great Britain, America, and other countries, the poor French have for some time been suffering even more than us. Looking at average wine lists when travelling in France it soon becomes clear, that while the ordinary and simpler wines are not expensive by our standards, the *crû classé* and *tête de cuvée* type of wine is nearly as costly as it would be over here. This in spite of the fact that it is free of the British duty and cost of transport. The result is that in France people only drink the " fine " wines on special occasions, high days and holidays. In fact many Frenchmen consider that even the prices of ordinary wines are getting too high, when related to the cost of the food, which, after all, is a very reasonable yardstick, for the French regard their wine as an essential part of the meal.

The steady rise in prices, especially of the fine wines, may eventually come to a halt, when the sales resistance of the consumer hardens sufficiently, but there is no sign of this as yet. The prices reached at the annual sale of the Hospices de Beaune last November—and they can be regarded as a fairly reliable barometer of the general trend—were so high that they even surprised the most optimistic among the producers. They reflected, of course, in addition to the unprecedented demand, also the meagre results of the latest, 1961, vintage, although final figures were not available at the time.

The 1961 crop has now been declared in Burgundy, and it fully confirms the early estimates. The quantity is well below average, and 43 per cent. below the very good 1960 total. Fortunately (or unfortunately, depending on the way you look at it) the greatest deficit is in the wines without *appellation contrôlée*. The quantity of the rest, the nobler wines, is less unsatisfactory, for it is greater than in the years 53, 56, 57, smaller than in 55, 59 and 60, and comparable to 54 and 58, being only 24 per cent. under 1960. The quality, without aspiring to the greatness of 1959 wines made of the Pinot grapes, is very good indeed. 1961 is likely to be regarded as one of the best vintages, the wines will be full-bodied with a pronounced bouquet. The Gamay vines of the Beaujolais have produced especially successful wines.

The official figures for the 1961 vintage of clarets tell a similar tale. The quantity is well down in the Gironde, being 2,789,650 hectolitres against the 1960 vintage of nearly 4,000,000. This is a continuation of a series of poor harvests in quantity, making the scarcity even greater. The quality is good, however. I understand that tastings of the new wine everywhere are confirming the high expectations in this respect. Another redeeming feature of the 1961 vintage is the improvement in many of the lesser wines, which hitherto have only merited the general appellation " Bordeaux." Many of these have improved so much that they will be able to stand on their own feet.

I have no exact figures of the Champagne harvest of 1961, but I understand that it was an " abundant " crop. This followed on two previous vintages with plentiful crops. It is very rare in these northern vineyards to have a succession of three good vintages in a row. This meant that the prices paid for the grapes by the champagne firms to the growers remained very much the same as in the previous year. It is too early to speak of the quality of the 1961 vintage, but the indications are that the new wines will have a healthy balance of alcohol and acidity, and so 1961 may quite easily be declared a " vintage " when the time comes. Although there is no immediate shortage of wine in champagne owing to a poor harvest, scarcity is bound to arise, owing to the increasing world demand for champagne. The total number of bottles sold during the year ending September 30, 1961, was over 52,000,000 bottles, an increase over the previous year of about 2,500,000 bottles. (Of this Great Britain bought just over 3,000,000 bottles.)

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

MY NEW YEAR SYMPATHIES are extended to all bachelors, spinsters, and others who may be seeking single-room accommodation during 1962; for too often hotels are ill provided with this type of accommodation. While, out of season, they are often prepared to offer double rooms as singles, naturally they cannot be expected to make such a concession when their trade is brisk. I get so many enquiries that I have prepared, for my own use, a list of all the double and single rooms at my personally recommended hotels so I am now able to offer some guidance on what is a perennial problem.

Country house hotels are usually the worst served in single bedrooms. Often, being converted private residences, the single rooms are the once dressing rooms off the main bedrooms.

From the statistics I have prepared, city and town hotels are better provided for in single-room accommodation, presumably because they are patronised to a large extent by those on business bent who see little of their homes except at weekends.

Addresses worth noting in London are *The Howard Hotel*, Norfolk Street, Strand, W.C.2. Situated almost on the Thames Embankment, a stone's throw from the Temple Underground Station, *The Howard* is within walking distance of a number of West End theatres and is most convenient for those whose affairs necessitate their visiting the City. There are 120 single bedrooms compared with 80 doubles and 85 private bathrooms or showers. The tariff for London is by no means in the top flight. B.B. from 42s. 6d. Lunch 14s. 6d. and *à la carte*. Dinner 17s. 6d. and *à la carte*. Catering, as I know from experience, is of a high grade. Tel.: Temple Bar 4400.

If you would prefer being outside the bustle of the West End, contact the head office of the *North Hotels* of South Kensington, who have under their wing eight hotels in and around the Cromwell Road and accessible to public transport, below and above ground. I have not been able to ascertain the exact proportion of double- and single-room accommodation because, being a progressive company, they are constantly redeveloping their hotels to meet modern needs. Taking all eight hotels, the aggregate of single rooms is good and those I have seen of recent months have modern unit fitments, excellent heating arrangements, P.O. telephones and shaver points. Terms are most moderate for London. B.B. from 30s. and all their hotels have lifts. The telephone number of the Group's head office is Kensington 1212.

The North Hotels organisation last year acquired the *Berkeley Hotel*, Worthing, and purchasing as well three adjoining houses will, they anticipate, be able to offer by Easter bedroom accommodation comprising 60 single rooms and 35 double. (Many of the latter will have private bathrooms, indeed some have already.) Both from a residential and a holiday angle, the single bedroom seekers will find this *Berkeley* very much to their liking and purse. Weekly terms from 10 gns. B.B. from 25s. Lunch from 7s. 6d. Dinner from 8s. 6d. Tel.: 8191.

Conference secretaries tend to grow bald with the demands for single rooms so it should be good news to them to hear that the *Metropole Hotel*, Brighton, will have, when the new floor conversion is complete, 175 double bedrooms and 100 single rooms, most of the latter having their own private bathrooms. Daily terms from 65s. B.B. from 45s. Lunch 16s. 6d. and *à la carte*. Dinner 18s. 6d. and *à la carte*. Tel.: 24041.

Both the *Dudley* and *Sackville Court* Hotels, Hove, come to my mind when convalescence or a break from normal routine is the reason for a change of air and surroundings. Both hotels are under the direction of the Kung family and right well do they, in each hotel, cater for individual comfort and needs. The bedroom accommodation consists of 37 doubles and 37 singles at the *Dudley* and 22 doubles and 22 singles at *Sackville Court*. B.B. terms in both hotels from 32s. 6d. Telephone numbers—the *Dudley* 36266 and *Sackville Court* 36292.

In the winter months a short or long weekend may be the means of fortifying oneself against seasonable illness so here are some suggestions for those who believe in the old adage—Prevention is better than cure.

Hotel Bristol, Newquay, Cornwall. Tel.: 2257. High standards are maintained here whatever the season and, though Newquay itself may appear dead to normal holidaymakers, the *Hotel Bristol's* directorate and staff are very much alive; 74 double bedrooms, 54 singles. Weekly terms from 13½ gns. B.B. from 35s.

Grand Hotel, Torquay. Tel.: 25234; 66 double rooms and 94 singles. Conference secretaries, golfing society organisers and lone travellers should note this hotel well. Handy to most large centres of population, through trains can bring you comfortably and warmly to the all-satisfying service of a first-class hotel. Daily terms from 42s. 6d. B.B. from 32s. 6d.

Bournemouth comes out well in my double and single room statistics and what a wide range of accommodation there is! The friendly *Arncott Hall Hotel*, Poole Road, is well in the picture for either one-nighters or for lengthy residence with 20 double rooms, 25 singles and all rear bedrooms have a quiet garden aspect. Weekly terms from 10 gns. B.B. from 25s. Tel.: Westbourne 63050.

Bourne Hall Hotel (licensed) is just across the road and handy to Bournemouth West Station. Catering for both rail and road travellers (there is ample car parking space and lock-ups), there are 36 centrally-heated single rooms available. Weekly terms from 10 gns. Tel.: Westbourne 63333.

Linden Hall Hotel is a good winter choice as it is able to offer 73 doubles and 48 singles. There is a special attraction for conferences as *Linden Hall* (now fully licensed for residents) has a variety of meeting rooms to cater for almost any number of people, as well as a wide range of recreational facilities —including an indoor swimming pool. Tel.: 33533.

The *Carlton Hotel*, in Bournemouth, with half of its hundred rooms as singles, lives up to the five-star classification the motoring organisations so rightly give it. Apart from its excellent position on East Overcliff, service and personal attention are always well to the fore. Tel.: 22011.

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For a list of hotels in the Group and Tariffs (from 30s. a night B. and B. they represent the best value in London) write to Miss F. Bachelor, M. F. North Ltd., 14, Cromwell Place, S.W.7 (Kensington 1212), whose special duties are devoted to singular people.

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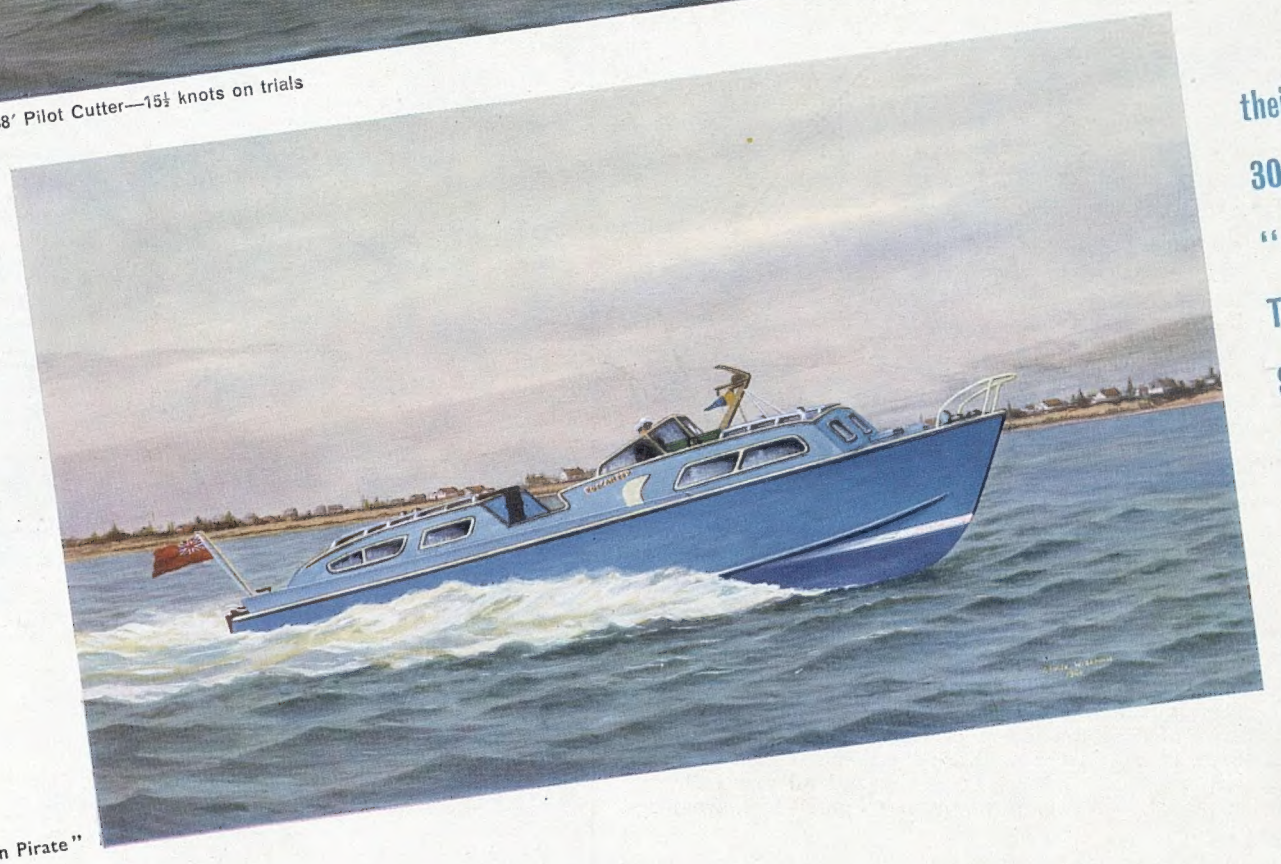

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